

NACOmatic

Effective: 21-Oct-2010

Expires: 18-Nov-2010



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KANSAS CITY	MCI	-				
KANSAS CITY	MKC	-				
KENNETT	TKX	-				
KIRKSVILLE	IRK	-				
KNOB NOSTER	SZL	-				
LAMAR	LLU	-				
LEBANON	LBO	-				
LEE'S SUMMIT	LXT	-				
LEXINGTON	4K3	-				
MACON	K89	-				
MALDEN	MAW	-				
MARSHALL	MHL	-				
MARYVILLE	EVU	-				
MEXICO	MYJ	-				
MOBERLY	MBY	-				

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AMES, IA

AMES MUNI RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 31

NA when local weather not available.

ANKENY, IA

ANKENY RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

ATLANTIC, IA

ATLANTIC MUNI RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

Category D, 800-2½.

NA when local weather not available.

BRANSON, MO

BRANSON RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Category D, 800-2½.

BURLINGTON, IA

SOUTHEAST IOWA
RGNL ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CAPE GIRARDEAU, MO

CAPE GIRARDEAU
RGNL ILS or LOC Rwy 10¹²
LOC/DME BC Rwy 28¹
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹³

¹NA when local weather not available.

²ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.

³Categories A,B,C,D, 900-2½.

CEDAR RAPIDS, IA

THE EASTERN IOWA ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27
VOR/DME Rwy 9

NA when local weather not available.

¹NA when control tower closed.

CENTERVILLE, IA

CENTERVILLE MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

CHARITON, IA

CHARITON MUNI RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 17

NA when local weather not available.

CHARLES CITY, IA

NORTHEAST
IOWA RGNL LOC Rwy 12
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE
COUNTY RGNL RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹

NA when local weather not available.

¹Categories A, B, 800-2½.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS
CLARINDA, IA
 SCHENCK FIELD RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 NA when local weather not available.

CLARION, IA
 CLARION MUNI NDB Rwy 14
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 NA when local weather not available.

CLINTON, IA
 CLINTON MUNI RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 32
 VOR Rwy 3
 NA when local weather not available.

COLUMBIA, MO
 COLUMBIA RGNL ILS or LOC/DME Rwy 21
 LOC/DME BC Rwy 201
 VOR Rwy 132
 1NA when local weather not available.
 2Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA
 COUNCIL
 BLUFFS MUNI ILS or LOC Rwy 36
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 VOR-A
 NA when local weather not available.

CRESTON, IA
 CRESTON MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34
 NA when local weather not available.

DAVENPORT, IA
 DAVENPORT MUNI RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 33
 VOR Rwy 3
 VOR Rwy 21
 NA when local weather not available.

DECORAH, IA
 DECORAH MUNI RNAV (GPS) Rwy 29
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
DES MOINES, IA
 DES MOINES INTL ILS or LOC Rwy 51
 ILS or LOC Rwy 131
 ILS or LOC Rwy 311
 RNAV (GPS) Rwy 52
 RNAV (GPS) Rwy 132
 RNAV (GPS) Rwy 312
 VOR/DME Rwy 233

1Category E, 900-234.
 2NA when local weather not available.
 3Category C, 800-214; Category D, 800-214.

DUBUQUE, IA
 DUBUQUE RGNL RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36
 VOR Rwy 131
 VOR Rwy 311
 VOR Rwy 36
 NA when local weather not available.

1Category D, 800-214.

ESTHERVILLE, IA
 ESTHERVILLE MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34
 NA when local weather not available.

FAIRFIELD, IA
 FAIRFIELD MUNI RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

FARMINGTON, MO
 FARMINGTON RGNL NDB Rwy 20
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 NA when local weather not available.

FOREST CITY, IA
 FOREST CITY MUNI RNAV (GPS) Rwy 33
 VOR/DME-A
 NA when local weather not available.

FORT DODGE, IA
 FORT DODGE RGNL RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 24
 RNAV (GPS) Rwy 30
 VOR Rwy 12
 VOR/DME Rwy 30
 NA when local weather not available.

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ALTERNATE MINS

M4

NAME ALTERNATE MINIMUMS

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

MARSHALLTOWN, IA

MARSHALLTOWN MUNI. RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31

NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI RNAV (GPS) Rwy 18
NA when local weather not available.

MONETT, MO

MONETT MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI NDB Rwy 33¹
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

¹Category C, 800-2½.

MUSCATINE, IA

MUSCATINE MUNI ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6^{2,3}
RNAV (GPS) Rwy 24²
VOR Rwy 6⁴

¹ILS, Categories B,C,D, 700-2.

²NA when local weather not available.

³Categories A, B, C, D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

OTTUMWA, IA

OTTUMWA RGNL RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PELLA, IA

PELLA MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI ... RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 36¹
SDF Rwy 36²

¹NA when local weather not available.

²NA except for operators with approved weather reporting service.

RED OAK, IA

RED OAK MUNI RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17

NA when local weather not available.

ROLLA-VICHY, MO

ROLLA NATIONAL RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22
VOR/DME Rwy 4

NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT RNAV (GPS) Rwy 18
VOR Rwy 18

NA when local weather not available.

ST. JOSEPH, MO

ROSECRANS
MEMORIAL ILS or LOC Rwy 35^{1,2}
LOC BC Rwy 17^{1,3}
RADAR-1⁴
RNAV (GPS) Rwy 35^{5,6}
VOR or TACAN Rwy 17⁵

¹NA when control tower closed.

²ILS, Category D, 700-2½; Category E, 1000-3.

LOC, Category D, 800-2½; Category E, 1000-3.

³Category D, 800-2½.

⁴PAR, Category D, 700-2½; Category E, 1000-3.

ASR Category D, 800-2½; Category E, 1000-3.

⁵Category D, 800-2½; Category E, 1000-3.

⁶NA when local weather not available.

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ALTERNATE MINS

M5

NAME ALTERNATE MINIMUMS

ST. LOUIS, MO

LAMBERT-

ST. LOUIS INTL RNAV (GPS) Rwy 11
Category E, 800-2.

SPIRIT OF ST. LOUIS ILS or LOC Rwy 8R¹³

ILS or LOC Rwy 26L²⁴

RNAV (GPS) Rwy 8L¹

RNAV (GPS) Rwy 8R¹⁵

RNAV (GPS) Rwy 26L¹⁵

RNAV (GPS) Rwy 26R¹

¹NA when local weather not available.

²NA when control tower closed.

³ILS, Categories A,B,C, 700-2; Category D,
700-2½. LOC, NA.

⁴ILS, Categories A,B,C, 700-2; Category D,
700-2½. LOC, Category D, 800-2½.

⁵Category D, 800-2½.

SHELDON, IA

SHELDON MUNI NDB Rwy 4

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 15¹

RNAV (GPS) Rwy 33¹

NA when local weather not available.

¹Category D, 800-2½.

SHENANDOAH, IA

SHENANDOAH MUNI RNAV (GPS) Rwy 4
NDB Rwy 4

NA when local weather not available.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL

BUD DAY FIELD ILS or LOC Rwy 13¹³

ILS or LOC Rwy 31³

NDB Rwy 35⁴

RNAV (GPS) Rwy 13²⁵

RNAV (GPS) Rwy 17²

RNAV (GPS) Rwy 31²⁵

VOR/DME or TACAN Rwy 13²⁵

VOR or TACAN Rwy 31²⁵

¹NA when control tower closed.

²NA when local weather not available.

³ILS, LOC, Category E, 1000-3.

⁴Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2½.

⁵Category E, 1000-3.

SPENCER, IA

SPENCER MUNI RNAV (GPS) Rwy 12¹²

RNAV (GPS) Rwy 18¹²

RNAV (GPS) Rwy 30¹²

RNAV (GPS) Rwy 36¹²

VOR Rwy 12¹²

VOR Rwy 30³

¹NA when local weather not available.

²Category D, 800-2½.

³Category C, 800-2½, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SPRINGFIELD, MO

SPRINGFIELD-BRANSON

NATIONAL RNAV (GPS) Rwy 2¹

RNAV (GPS) Rwy 20¹

VOR/DME or TACAN Rwy 2²

VOR or TACAN Rwy 20²

¹NA when local weather not available.

²Category E, 800-2½.

STORM LAKE, IA

STORM LAKE MUNI NDB Rwy 17

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

VINTON, IA

VINTON VETERANS

MEMORIAL AIRPARK RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

VOR-A

Category C, 800-2½.

NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ILS or LOC Rwy 12¹

LOC BC Rwy 30

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

VOR Rwy 12

VOR/DME Rwy 30

NA when local weather not available.

¹ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI RNAV (GPS) Rwy 32

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

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RADAR MINS

10238


RADAR INSTRUMENT APPROACH MINIMUMS

ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA)

ELEV 826

ROSECRANS MEMORIAL


RADAR - 120.35 360.8 

				DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	17		ABCDE	1026-¾	200	(200-¾)				
ASR	35		ABC	1200-1	386	(400-1)	DE	1200-1½	386	(400-1½)
	17		AB	1340-1	514	(600-1)	C	1340-1½	514	(600-1½)
			DE	1340-1¾	514	(600-1¾)				
CIRCLING			AB	1400-1	574	(600-1)	C	1400-1½	574	(600-1½)
			D	1500-2¾	674	(700-2¾)	E	1760-3	934	(1000-3)

When ST Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL), (Knob Noster), MO (Amdt 1, 10238 USAF)

ELEV 870

RADAR^{1,2} - (E) 125.1 284.0 

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	1 ⁴		AB	1260/24	423	(400-½)
			CDE	1260/40	423	(400-¾)
	19 ³		AB	1260/24	390	(400-½)
			CDE	1260/35	390	(400- ⁵ / ₈)
CIR ⁵	1-19		AB	1340-1	470	(500-1)
			C	1340-1½	470	(500-1½)
			D	1420-2	550	(600-2)
			E	1460-2	590	(600-2)

¹Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat, 1400-2300Z++ Sat-Sun; clsd hol. ²ASR MP 0700-1300Z++ Mon and Tue. ³When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1¹/₈ miles. ⁴When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles. ⁵Circling not authorized W of Rwy 1-19. ⁶Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

NC-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10238

N1

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)

AMDT 3 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)

AMDT 3 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

NAME TAKE-OFF MINIMUMS

AMES, IA

AMES MUNI (AMW)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13**, climb heading 133° to 2800 before turning right. **Rwy 19**, climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31**, climb heading 313° to 1500 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13**, trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19**, trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31**, trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

ANKENY, IA

ANKENY RGNL (IKV)
ORIG 96004 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO

JERRY SUMMERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA

BELLE PLAINE MUNI (TZZ)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

BLOOMFIELD, IA

BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.

NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO

BOLIVAR MUNI (M17)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. w/ min. climb of 252' per NM to 1400.

NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA

BOONE MUNI (BNW)
AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO

JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO

BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO

BRANSON (BBG)
ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.

NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL.

Rwy 32, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL (MO8)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1300 before turning East.

NOTE: **Rwy 18**, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL.

Rwy 36, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/ 875' MSL.

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)

AMDT 1 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.

CABOOL, MO

CABOOL MEMORIAL (TVB)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO

CAMERON MEMORIAL (EZZ)

ORIG 10098 (FAA)

NOTE: **Rwy 17**, trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/ 1041' MSL. **Rwy 35**, trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/ 1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO

CAMDENTON MEMORIAL (H21)

AMDT 1 10266 (FAA)

NOTE: **Rwy 15**, trees beginning 2' from DER, 199' right of centerline, up to 100' AGL/1189' MSL. Trees beginning 25' from DER, 150' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 230' from DER, 502' right of centerline, up to 38' AGL/1078' MSL. Vehicle on road beginning 88' from DER, 257' right of centerline, up to 15' AGL/1085' MSL. REIL 39' from DER, 76' right of centerline, up to 2' AGL/1061' MSL. REIL 40' from DER, 76' left of centerline, up to 2' AGL/ 1061' MSL. **Rwy 33**, trees beginning 42' from DER, 42' right of centerline, up to 100' AGL/1159' MSL. Trees beginning 3' from DER, 130' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 575' from DER, 65' right of centerline, up to 30' AGL/1072' MSL. Power poles beginning 244' from DER, 142' left of centerline, up to 30' AGL/1101' MSL. Light poles beginning 142' from DER, 319' left of centerline, up to 26' AGL/1083' MSL. Fuel tank 72' from DER, 263' left of centerline, up to 17' AGL/1077' MSL. REIL 40' from DER, 76' right of centerline, up to 5' AGL/1054' MSL. REIL 41' from DER, 76' left of centerline, up to 5' AGL/1054' MSL. Fence 272' from DER, 258' left of centerline, up to 1' AGL/1059' MSL. Buildings beginning 150' from DER, 296' left of centerline, up to 20' AGL/1080' MSL.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)

AMDT 7A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20**, 300-1 or std. with a min. climb rate of 265' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28**, climb heading 280° to 1000 before turning northbound.

NOTE: **Rwy 2**, tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10**, trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/ 476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20**, trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA

ARTHUR N. NEU (CIN)

ORIG 90263 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL (M05)

ORIG 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

**CASSVILLE, MO**

CASSVILLE MUNI (94K)

ORIG 10154 (FAA)

NOTE: **Rwy 9**, tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Powerlines 1530' from DER, on centerline, 75' AGL/1544' MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)

AMDT 4 10266 (FAA)

NOTE: **Rwy 9**, building 354' from DER, 563' right of centerline, 22' AGL/873' MSL. Pole 678' from DER, 642' right of centerline, 33' AGL/884' MSL. Obstruction light on building 1133' from DER, 596' right of centerline, 41' AGL/890' MSL. Antennas beginning 491' from DER, 314' left of centerline, up to 28' AGL/879' MSL. **Rwy 13**, vehicles on road 961' from DER, 709' left of centerline, up to 15' AGL/874' MSL. **Rwy 27**, poles beginning 1338' from DER, 700' right of centerline, up to 34' AGL/895' MSL. **Rwy 31**, vehicles on road beginning 28' from DER, left and right of centerline, up to 17' AGL/876' MSL. Tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA

CENTERVILLE MUNI (TVK)

ORIG 10154 (FAA)

NOTE: **Rwy 16**, trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.

CHARITON, IA

CHARITON MUNI (CNC)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/min. climb of 223' per NM to 1700 or 900-2½' for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL.

Rwy 35, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-Environmental. **Rwy 36**, 300-1½' or std. w/min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA

SCHENCK FIELD (ICL)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 020° to 1700 before turning left.

NOTE: **Rwy 2**, trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. **Rwy 20**, trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57' AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005' MSL.

CLARION, IA

CLARION MUNI (CAV)

AMDT 1 10042 (FAA)

NOTE: **Rwy 14**, tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32**, trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.



CLINTON, IA

CLINTON MUNI (CWI)
AMDT 1 10126 (FAA)

NOTE: **Rwy 3**, trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21**, tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32**, vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

COLUMBIA, MO

COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA- Runway under construction.

NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

CRESTON, IA

CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI (UBX)
AMDT 1 83062 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA

DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

DECORAH, IA

DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.



10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**DES MOINES, IA**

DES MOINES INTL (DSM)

AMDT 10 03135 (FAA)

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2% for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course. NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL (DBQ)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-Environmental. NOTE: **Rwy 13**, vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35**, NA-Environmental.

NOTE: **Rwy 13**, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31**, trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL (3EX)

ORIG 80360 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental

FARMINGTON, MO

FARMINGTON RGNL (FAM)

AMDT 5 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 202° to 2100 before turning right.

NOTE: **Rwy 2**, trees, poles, fence, road, vehicle on road, and buildings beginning 77' from DER, 21' left of centerline, up to 83' AGL/1049' MSL. Trees, poles, antenna, road, and terrain beginning 41' from DER, 3' right of centerline, up to 85' AGL/1045' MSL. **Rwy 20**, trees beginning 50' from DER, 386' left of centerline, up to 76' AGL/956' MSL. Trees, poles, vehicle on road, and terrain beginning 92' from DER, 175' right of centerline, up to 90' AGL/950' MSL.

FESTUS, MO

FESTUS MEMORIAL (FES)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. w/ a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

10266

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

NC-3

FOREST CITY, IA

FOREST CITY MUNI (FXV)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-2¼ or std. w/a min. climb of 242' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 33**, climb heading 332° to 1800 before turning right.

NOTE: **Rwy 9**, trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15**, trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27**, train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33**, vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FORT MADISON, IA

FORT MADISON MUNI (FSW)

ORIG 10266 (FAA)

NOTE: **Rwy 17**, trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL. Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL. **Rwy 35**, trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL. Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814' MSL.

FREDERICKTOWN, MO

FREDERICKTOWN RGNL (H88)

ORIG 85213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.**FULTON, MO**

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.**GRINNELL, IA**

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

ORIG 10126 (FAA)

NOTE: **Rwy 18**, vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36**, tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA

HAMPTON MUNI (HPT)

AMDT 3 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.**HANNIBAL, MO**

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

**HARLAN, IA**

HARLAN MUNI (HNR)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-Environmental.
Rwy 15, 300-1½ or std. w/ min. climb of 250' per NM to 1600.

NOTE: **Rwy 15**, vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL. Pole and parked plane beginning 151' from DER, 361' left of centerline, 50' AGL/1210' MSL. Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL. Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL. **Rwy 33**, antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL. Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL. Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL. Vehicle on road beginning 84' from DER, left and right of centerline, up to 15' AGL/1379' MSL.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

ORIG 06271 (FAA)

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)

AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.
 DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.





JEFFERSON, IA

JEFFERSON MUNI (EFW)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-
Environmental. **Rwy 32**, 500-2 or std. w/min. climb of
430' per NM to 1700.

NOTE: **Rwy 14**, fence 167' from DER, 253' left of
centerline, 8' AGL/1048' MSL. Vehicle on road 755' from
DER, 461' right of centerline, up to 15' AGL/1074' MSL.
Rwy 32, rising terrain beginning 16' from DER, 326' left
of centerline, up to 1049' MSL. Trees beginning 95' from
DER, left and right of centerline, up to 77' AGL/1127'
MSL. Vehicle on road beginning 294' from DER, 59'
right of centerline, up to 15' AGL/1059' MSL. Antenna
968' from DER, 706' left of centerline, 58' AGL/1108'
MSL. Grain elevator 8342' from DER, 1729' left of
centerline, 280' AGL/1429' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-134. **Rwy 27**, 300-
1½ or std. w/min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088°
to 1200 before proceeding on course. **Rwy 12**, climb
heading 120° to 1100 before proceeding on course. **Rwy**
27, climb heading 268° to 1100 before proceeding on
course. **Rwy 30**, climb heading 300° to 1000 before
proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure
end of runway, 598' right of centerline, 31' AGL/577'
MSL. Trees beginning 4022' from departure end of
runway, 1487' left to 1110' right of centerline, up to 100'
AGL/839' MSL. **Rwy 12**, trees beginning 2134' from
departure end of runway, 980' left of centerline, up to 56'
AGL/603' MSL. **Rwy 27**, hangar and trees beginning
600' from departure end of runway, 199' right of
centerline, up to 100' AGL/739' MSL. Antenna on bridge,
tower, water treatment plant, and trees beginning 94'
from departure end of runway, 113' left of centerline, up
to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign,
tower, poles, and trees beginning 617' from departure
end of runway, 216' left of centerline, up to 109' AGL/649'
MSL. Vehicles on road, pole and trees beginning 397'
from departure end of runway, 265' right of centerline, up
to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)

AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min.
climb of 328' per NM to 2500, or 1500-3 for climb in
visual conditions. **Rwy 23**, std. with a min. climb of
340' per NM to 2500, or 1500-3 for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via
heading 134° to 2500 before proceeding on course.
Rwy 18, climb via heading 178° to 2500, or for climb
in visual conditions: cross departure end of runway
at or above 2300 before proceeding on course. **Rwy**
23, climb via heading 226° to 2500, or for climb in
visual conditions: cross departure end of runway at
or above 2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from
departure end of runway, 277' left to 223' right of
centerline, up to 60' AGL/1050' MSL. **Rwy 13**,
multiple trees beginning 475' from departure end of
runway, 693' left to 1726' right of centerline, up to
100' AGL/1189' MSL. **Rwy 18**, obstruction light
1161' from departure end of runway, 265' right of
centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple
trees beginning 623' from departure end of runway,
267' left to 187' right of centerline, up to 70' AGL/
1032' MSL. **Rwy 31**, multiple trees beginning 1141'
from departure end of runway, 730' left of centerline,
up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)

AMDT 1 06271 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 12' from
departure end of runway, 420' left of centerline, up to
37' AGL/906' MSL. Tree 338' from departure end of
runway, 481' right of centerline, 44' AGL/913' MSL.
Rwy 21, multiple trees beginning 266' from
departure end of runway, 395' left of centerline, up to
72' AGL/935' MSL. Multiple trees beginning 235'
from departure end of runway, 468' right of
centerline, up to 82' AGL/945' MSL.



KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2 1/4 or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1 1/4 or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)

ORIG 05300 (FAA)

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)
ORIG 06271 (FAA)

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways. NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OVV)
ORIG 10098 (FAA)

NOTE: **Rwy 15**, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33**, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU)
ORIG 08101 (FAA)

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

**LE MARS, IA**

LE MARS MUNI (LRJ)

AMDT 1A 07283 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course.**Rwy 36**, climb to 3500 before turning on course.NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.**LEBANON, MO**

FLOYD W JONES LEBANON (LBO)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.NOTE: **Rwy 18**, multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36**, multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.**LEE'S SUMMIT, MO**

LEE'S SUMMIT MUNI (LXT)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' left of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.**LEXINGTON, MO**

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.**MALDEN, MO**

MALDEN RGNL (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.**MAPLETON, IA**

JAMES G. WHITING MEMORIAL FIELD (MEY)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20**, 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1700 before turning left. **Rwy 20**, climb heading 199° to 1700 before turning left.NOTE: **Rwy 2**, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.**MAQUOKETA, IA**

MAQUOKETA MUNI (OQW)

AMDT 1 10154 (FAA)

NOTE: **Rwy 15**, terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33**, multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.**MARSHALL, MO**

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2¾ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.**MARSHALLTOWN, IA**

MARSHALLTOWN MUNI (MIW)

ORIG 10266 (FAA)

NOTE: **Rwy 13**, vehicle on roadway beginning 245' from DER, 364' right of centerline, up to 15' AGL/994' MSL. Trees beginning 1789' from DER, right and left of centerline, up to 100' AGL/1079' MSL. **Rwy 18**, trees beginning 859' from DER, 208' right of centerline, up to 100' AGL/1069' MSL. **Rwy 36**, trees beginning 911' from DER, right and left of centerline, up to 100' AGL/1089' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MONETT, MO

MONETT MUNI (HFJ)

AMDT 1 10266 (FAA)

NOTE: **Rwy 18**, trees and fence beginning 1' from DER, 437' left of centerline, up to 100' AGL/1389' MSL. Trees beginning 1106' from DER, 292' right of centerline, up to 100' AGL/1389' MSL. **Rwy 36**, multiple antennas, buildings, trees, light poles and hangars beginning 24' from DER, 399' right of centerline, up to 100' AGL/1409' MSL. Tree 1005' from DER, 520' left of centerline, 63' AGL/1353' MSL.

MONTICELLO, IA

MONTICELLO RGNL (MXO)

AMDT 4 01361 (FAA)

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)

ORIG 06271 (FAA)

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-Environmental. **Rwy 33**, 400-2½ or std. w/ min. climb of 244' per NM to 1300.

NOTE: **Rwy 15**, equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL. **Rwy 33**, trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL. Trees beginning 333' from DER, 209' left of centerline, up to 80' AGL/753' MSL.

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL (1MO)

AMDT 1 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 2100 before turning right.

NOTE: **Rwy 8**, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26**, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW (MNF)

AMDT 3 93007 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA

MUSCATINE MUNI (MUT)

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course.

Rwy 12, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO

NEOSHO HUGH ROBINSON (EOS)

ORIG 07130 (FAA)

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.



NEVADA, MO

NEVADA MUNI (NVD)

ORIG 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.NOTE: **Rwy 2**, trees beginning 2000' from DER, left and right of centerline, up to 56' AGL/945' MSL.

NEW MADRID, MO

COUNTY MEMORIAL (EIW)

AMDT 1 83132 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA

NEWTON MUNI (TNU)

ORIG 07074 (FAA)

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA

OELWEIN MUNI (OLZ)

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA

ORANGE CITY MUNI (ORC)

ORIG 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH (K15)

AMDT 1 90039 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA

OTTUMWA RGNL (OTM)

ORIG 09071 (FAA)

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL.**Rwy 13**, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA

PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

PERRYVILLE, MO

PERRYVILLE MUNI (K02)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2½ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER. **Rwy 20**, 400-2½ or std. w/ min. climb of 300' per NM to 800.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1200 before proceeding on course. **Rwy 20**, climb heading 197° to 900 before turning left.NOTE: **Rwy 2**, vehicles on road beginning 3' from DER, 480' right of centerline, up to 15' AGL/384' MSL. Tree 324' from DER, 458' right of centerline, 75' AGL/379' MSL. Tree 412' from DER, 89' left of centerline, 75' AGL/381' MSL. Trees beginning 2.1 NM from DER, 2560' right of centerline, up to 75' AGL/714' MSL. **Rwy 20**, vehicles on road beginning 483' from DER, 577' left of centerline, up to 15' AGL/386' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 75' AGL/714' MSL.

**POCAHONTAS, IA**

POCAHONTAS MUNI (POH)

AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.**POINT LOOKOUT, MO**

M. GRAHAM CLARK-TANEY COUNTY (PLK)

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.**POPLAR BLUFF, MO**

POPLAR BLUFF MUNI (POF)

AMDT 1 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.**POTOSI, MO**

WASHINGTON COUNTY (8WC)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.**RED OAK, IA**

RED OAK MUNI (RDK)

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.**ROCK RAPIDS, IA**

ROCK RAPIDS MUNI (RRQ)

ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.**ROLLA, MO**

ROLLA DOWNTOWN (K07)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.**ROLLA/VICHY, MO**

ROLLA NATIONAL (VIH)

ORIG 10266 (FAA)

NOTE: **Rwy 13**, multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL. Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL.**Rwy 22**, multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL. Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL. Vehicle on road 613' from DER, on centerline, 15' AGL/1157' MSL. **Rwy 31**, multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL. Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL. Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.**SAC CITY, IA**

SAC CITY MUNI (SKI)

ORIG 10154 (FAA)

NOTE: **Rwy 18**, trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL.**Rwy 32**, vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36**, vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.**ST. CHARLES, MO**

ST. CHARLES COUNTY SMARTT (SET)

AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.



ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)

AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. w/ min. climb of 325' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course line, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2½ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34**, 300-2½ or std. w/ min. climb of 337' per NM to 900.DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1 or std. w/ min. climb of 407' per NM to 900. **Rwy 30L**, 200-1 or std. w/ min. climb of 241' per NM to 800. **Rwy 30R**, 200-1½ or std. w/ min. climb of 322' per NM to 900.NOTE: **Rwy 6**, railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL. **Rwy 11**, multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL. **Rwy 12L**, tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL. **Rwy 12R**, traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL. Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. **Rwy 30L**, multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL. Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL. Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL. **Rwy 30R**, obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple obstruction light on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 200-1½ or std. w/ min. climb of 238' per NM to 700. **Rwy 26L**, 200-2 or std. w/ min. climb of 231' per NM to 900.NOTE: **Rwy 8L**, multiple trees beginning 1245' from DER, 52' left of centerline, up to 74' AGL/533' MSL. Multiple trees and fence beginning 46' from DER, 72' right of centerline, up to 57' AGL/516' MSL. **Rwy 8R**, railroad and antenna on building beginning 142' from DER, 18' left of centerline, up to 33' AGL/482' MSL. **Rwy 26L**, tree 2239' from DER, 509' right of centerline, up to 62' AGL/521' MSL. **Rwy 26R**, multiple trees beginning 1898' from DER, 18' left of centerline, up to 130' AGL/589' MSL. Multiple trees beginning 32' from DER, 41' right of centerline, up to 142' AGL/601' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)

AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****SIKESTON, MO**

SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIoux CENTER, IA

SIoux CENTER MUNI (SOY)
AMDT 2 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 174° to 2000 before turning east.

NOTE: **Rwy 18**, trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36**, trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

SIoux CITY, IA

SIoux GATEWAY/COLONEL BUD DAY
FIELD (SUX)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPENCER, IA

SPENCER MUNI (SPW)
ORIG 10154 (FAA)

NOTE: **Rwy 12**, ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL. **Rwy 18**, vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUW)
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 288° to 1900 before proceeding on course.

NOTE: **Rwy 11**, tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL.

Rwy 29, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO

TRENTON MUNI (TRX)
ORIG 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK
(VTI)
AMDT 1 83230 (FAA)

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO

SKYHAVEN (RCM)
AMDT 1 07130 (FAA)

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.



WASHINGTON, IA

WASHINGTON MUNI (AWG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 13**, vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36**, tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL (ALO)

ORIG 06271 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)

ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**,
NA-Environment.

NOTE: **Rwy 14**, trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32**, vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO

WEST PLAINS MUNI (UNO)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)

AMDT 2 10210 (FAA)

NOTE: **Rwy 17**, tree 912' from DER, 114' left of centerline, 100' AGL/1259' MSL. Tree 3265' from DER, 554' left of centerline, 100' AGL/1309' MSL. **Rwy 35**, tree 750' from DER, 160' left of centerline, 100' AGL/1349' MSL. Vehicle on road 990' from DER, left to right of centerline, up to 15' AGL/1264' MSL. Tree 2296' from DER, 382' right of centerline, 100' AGL/1309' MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. ORIG,
09155

TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/ 885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19**, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/ 851' MSL, 57' from DER, 468' left of centerline. Aircraft 17' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3)

AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

AIR PARK SOUTH (See OZARK)**ALBANY MUNICIPAL** (K19) 1 N UTC-6(-5DT) N40°15.73' W94°20.34'

886 B FUEL 100LL NOTAM FILE COU

RWY 01-19: H3300X50 (CONC) LIRL

RWY 01: APAP(PNIL). Trees.

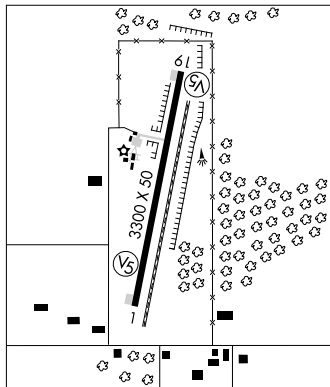
RWY 19: APAP(PNIL). Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Self fueler—24 hrs. Wildlife on and in/ov arpt. Rwy 01-19 various thld and edge lgt are broken or missing. Rwy 01 PNIL OTS indef. Rwy 19 PNIL OTS indef.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

W93°58.06' 213° 26.3 NM to fld. 1140/7E HIWAS.

**ALGOA** N38°32.89' W92°04.32' NOTAM FILE JEF.

NDB (MHW/LOM) 397 JE 300° 4.7 NM to Jefferson City Mem.

KANSAS CITY

L-27B

AMAZON N39°53.04' W94°54.49' NOTAM FILE STJ.

NDB (MHW) 233 AZN 175° 6.7 NM to Rosecrans Mem.

KANSAS CITY

L-10J

AURORA**JERRY SUMNERS SR AURORA MUNI** (2H2) 2 SE UTC-6(-5DT) N36°57.74' W93°41.72'

1434 B S4 FUEL 100LL NOTAM FILE COU

RWY 18-36: H3002X60 (ASPH) MIRL 0.3% up N

RWY 18: Trees. RWY 36: Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400Z†-dusk. For after hrs svc call 417-236-4118. Mechanic on duty Mon thru Sat, major power plant repairs avbl call 417-678-3000. ACTIVATE MIRL Rwy 18-36—CTAF.

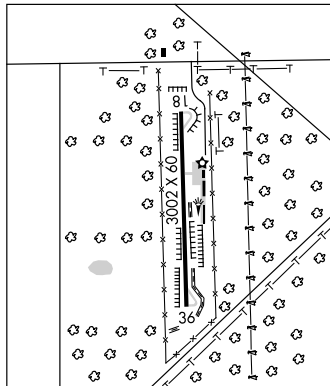
COMMUNICATIONS: CTAF/UNICOM 122.8

® SPRINGFIELD APP/DEP CON 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36'

W93°20.04' 212° 29.3 NM to fld. 1240/4E. HIWAS.



APP CRS **358°**
 Rwy Idg **3002**
 TDZE **1434**
 Apt Elev **1434**

GPS RWY 36

AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

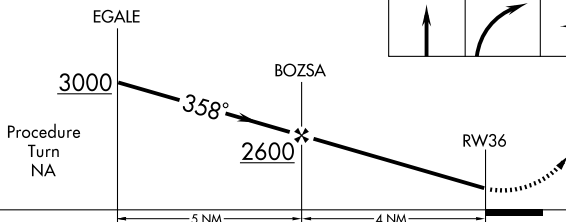
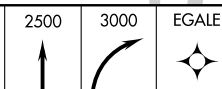
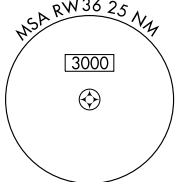
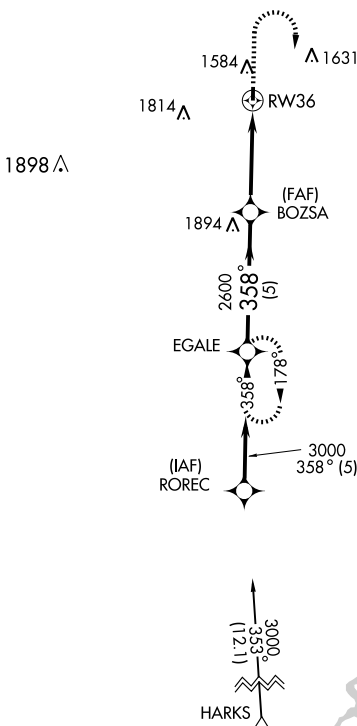
▼ Use Springfield altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

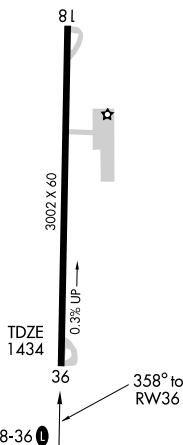
SPRINGFIELD APP CON
124.95 318.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	2000-1 566 (600-1)		2000-1½ 566 (600-1½)	NA
CIRCLING	2020-1 586 (600-1)		2020-1½ 586 (600-1½)	NA

ELEV 1434



VORTAC SGF 116.9 Chan 116	APP CRS 211°	Rwy Idg TDZE Apt Elev 1434	NA NA
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VOR/DME-A

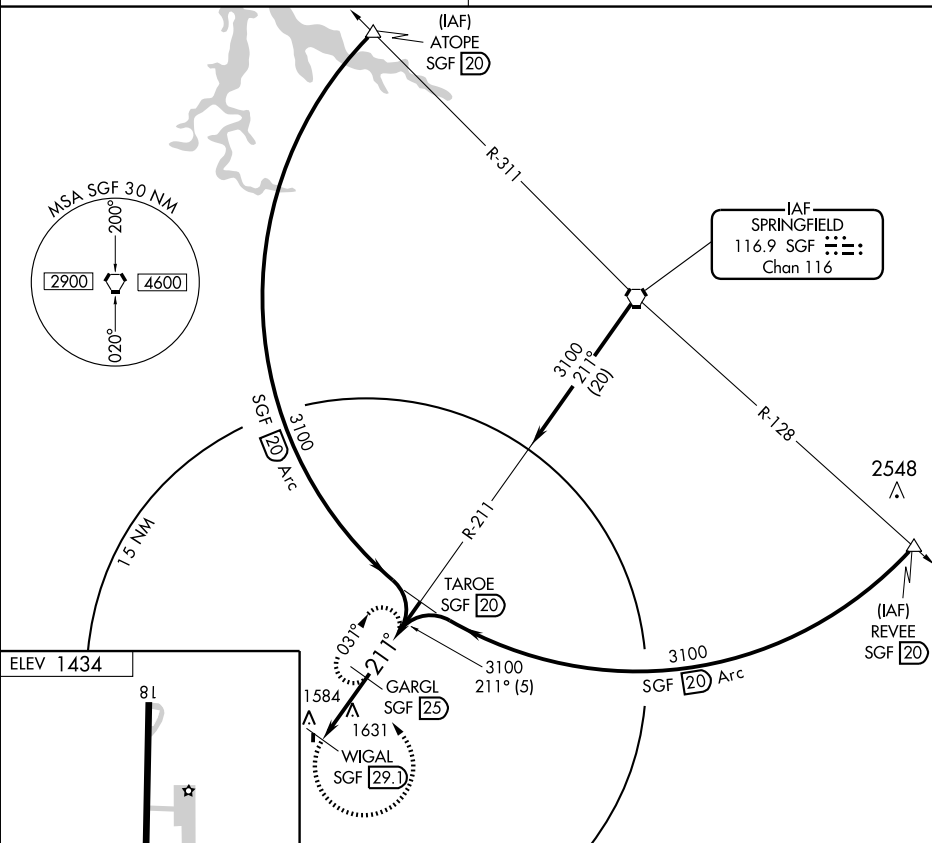
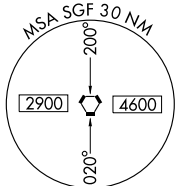
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

T Use Springfield altimeter setting.

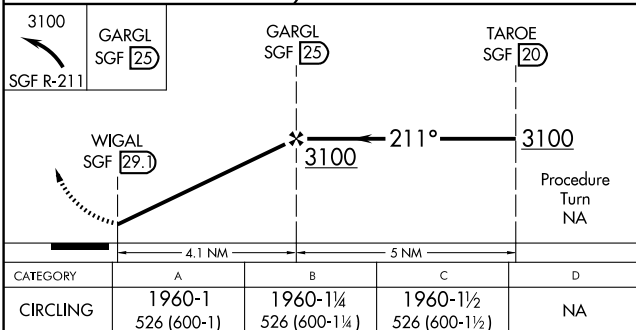
A NA

MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

SPRINGFIELD APP CON
124.95 318.2

UNICOM
122.8 (CTAF) **L**

ELEV 1434

MIRL Rwy 18-36 **L**

AURORA, MISSOURI

Amdt 4 09071

AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

36°58'N-93°42'W

VOR/DME-A

NC-3. 21 OCT 2010 to 18 NOV 2010

AVA BILL MARTIN MEM (AOV) 2 NW UTC-6(-5DT) N36°58.31' W92°40.92'

KANSAS CITY

1311 B NOTAM FILE COU

L-166

Rwy 13-31: H3634X50 (ASPH) MIRL 0.9% up SE

IAP

Rwy 13: SAVASI(S2L)—GA 3.0° TCH 34'. Trees.

Rwy 31: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Rwy

13-31 numerous cracks with grass and weeds growing. NSTD rwy

safety area byd Rwy 13 end, insufficient length and large drop off,

Rwy 13 VASI OTs indef. ACTIVATE MIRL Rwy 13-31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

® **SPRINGFIELD APP/DEP CON** 126.35

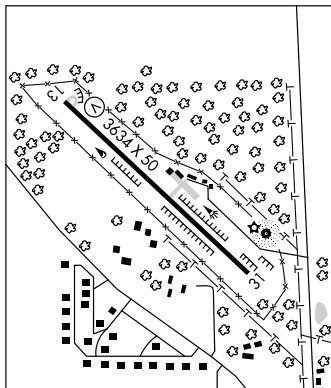
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41'

W92°52.62' 102° 9.9 NM to fld. 1600/6E.

BILMART NDB (MHW) 341 AOV N36°58.19' W92°40.64' at fld.

SHUTDOWN.



BATES CITY

HARRY S. TRUMAN RGNL (2M1) 2 NW UTC-6(-5DT) N39°01.18' W94°05.19'

KANSAS CITY

860 NOTAM FILE COU

Rwy 03-21: 4400X70 (GRVL)

Rwy 03: Trees.

Rwy 21: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z. After 0000Z all gates are locked. Migratory birds on and invof arpt during fall and winter. Rwy 03-21 insufficient rwy safety area lengths beyond each rwy end. Rwy 03 end has steep slope with fence, trees, and road. Rwy 21 end has fence, trees and road. Rwy 03-21 width variance

70-80'.
COMMUNICATIONS: CTAF/UNICOM 122.8

BETHANY MEM (75K) 2 NE UTC-6(-5DT) N40°16.61' W94°00.45'

OMAHA

1035 B NOTAM FILE COU

Rwy 03-21: H2255X48 (ASPH) LIRL (NSTD)

Rwy 03: Ground. Rgt tfc.

Rwy 21: Thld displcd 143'. Trees.

AIRPORT REMARKS: Unattended. Rwy 03-21 has multiple open cracks, pavement raveling and producing foreign object damage. Rwy 03 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation

marking. Rwy 21 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation

markings and incorrect lateral spacing of designation numbers. NSTD rwy safety areas byd each rwy end, Rwy 03

incorrect terrain gradients, Rwy 21 large drop off, brush, small trees, fence and road. Rwy 03-21 NSTD

LIRL—thld lgts for Rwy 03 located 40' SW of thld; Rwy end lgts for Rwy 21 located 15-18' NE of rwy end.

COMMUNICATIONS: CTAF 122.9

BILMART N36°58.19' W92°40.64' NOTAM FILE COU.

KANSAS CITY

NDB (MHW) 341 AOV at Ava Bill Martin Mem. SHUTDOWN.

L-166

BISMARCK MEM (H57) 1 SE UTC-6(-5DT) N37°45.53' W90°37.01'

ST LOUIS

1038 B NOTAM FILE STL

Rwy 17-35: H2050X50 (ASPH) LIRL (NSTD)

Rwy 17: Trees.

Rwy 35: Tree. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Wildlife on and invof arpt. Rwy 17-35 NSTD LIRL, 2 thld lgts 3-7' down rwy at each thld.

COMMUNICATIONS: CTAF 122.9

APP CRS 135°	Rwy Idg TDZE 1300	3634
	Apt Elev 1311	

GPS RWY 13

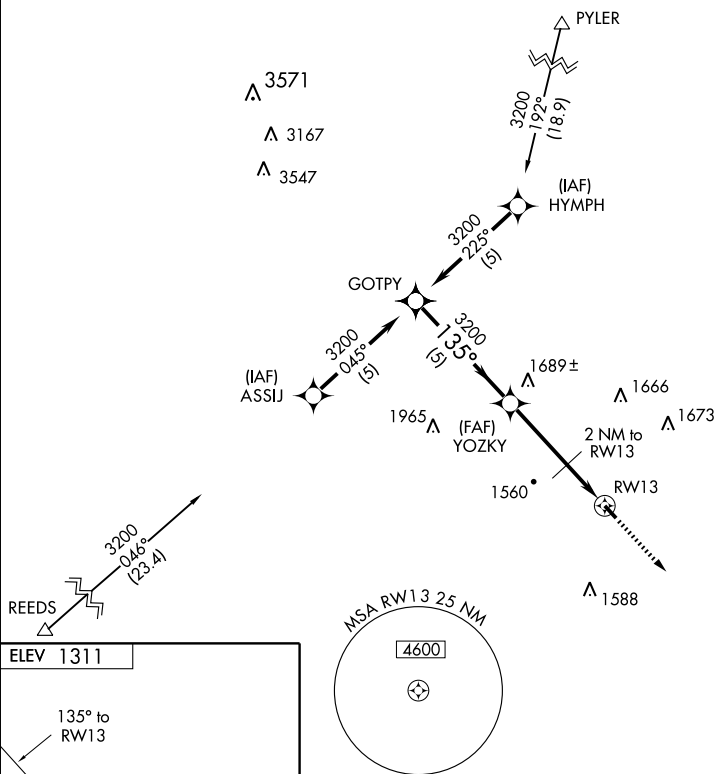
AVA BILL MARTIN MEMORIAL (AOV)



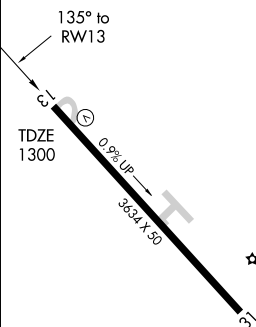
Use Springfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct GAHSU WP and hold.

 SPRINGFIELD APP CON
126.35

 UNICOM
122.7 (CTAF) 0


ELEV 1311



MIRL Rwy 13-31 0

	GOTPY		YOZKY		3000		GAHSU	
	3200		3200		2 NM to RW13		RW13	
Procedure Turn NA	135°		2060		5 NM		3 NM	
							2 NM	
CATEGORY	A		B		C		D	
S-13	1780-1		480 (500-1)				NA	
CIRCLING	1980-1		669 (700-1)				NA	

APP CRS 315°	Rwy Idg TDZE 1311	3634
	Apt Elev 1311	

GPS RWY 31

AVA BILL MARTIN MEMORIAL (AOV)



Use Springfield altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold.

SPRINGFIELD APP CON
126.35UNICOM
122.7 (CTAF) DOGWOOD
DGD

1965

3200 to GAHSU
121°
(19.7)

1560

RW31

1588

1666

1673

2026

(FAF)
YIRPU

3000

135°

(5)

3000 NoPT

045°

(5)

(IAF)
GAHSU(IAF)
AYGUG

3100

044°

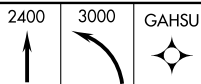
(40.4)

HARRISON
HRO

MSA RW31 2.5 NM

4600

ELEV 1311



YIRPU

GAHSU

One Minute
Holding Pattern

RW31

315°

3000

135°

315°

3000

A

B

C

D

CATEGORY

S-31

1940-1

629 (700-1)

NA

CIRCLING

1980-1

669 (700-1)

NA

0.8% UP
3634 X-30TDZE
1311315° to
RW31

MIRL Rwy 13-31

VORTAC DGD 109.4 Chan 31	APP CRS 101°	Rwy Idg TDZE Apt Elev	N/A N/A 1311
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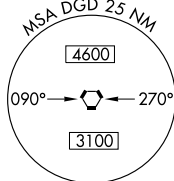
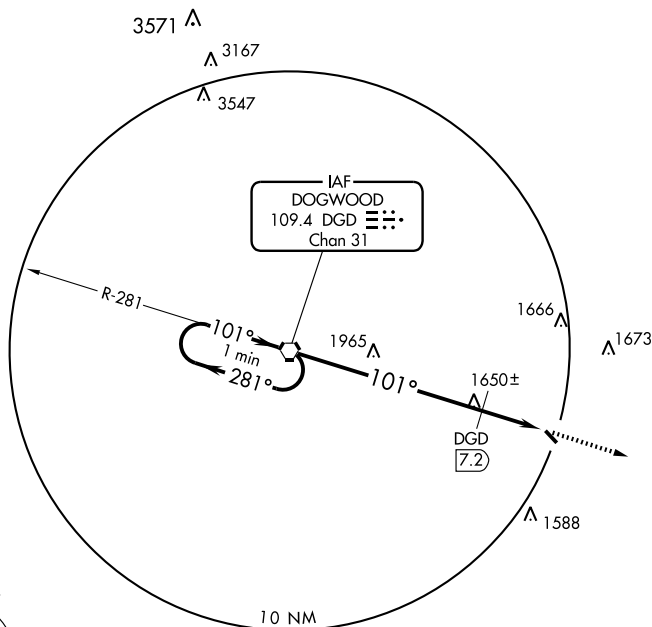
VOR-A

AVA BILL MARTIN MEMORIAL (AOV)



Use Springfield altimeter setting.

MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold.

SPRINGFIELD APP CON
126.35UNICOM
122.7 (CTAF) 0One Minute
Holding Pattern

VORTAC

3400

←281°
101°→

3400

DGD
7.23400
↑DGD
109.4

101°

2560

DGD
9.6

7.2 NM

2.4 NM

CATEGORY

A

B

C

D

CIRCLING

2560-1¼
1249 (1300-1¼)2560-1½
1249 (1300-1½)

NA

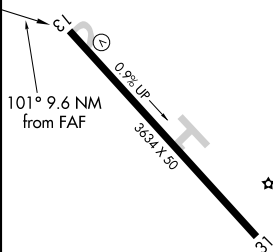
DME MINIMUMS

CIRCLING

2000-1 689 (700-1)

NA

ELEV 1311



MIRL Rwy 13-31 0

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

BOLIVAR MUNI (M17) 4 E UTC-6(-5DT) N37°35.77' W93°20.86'

KANSAS CITY

1092 B S6 FUEL 100LL, JET A NOTAM FILE COU

L-16F

RWY 18-36: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 38'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Fuel avbl 24 hrs.

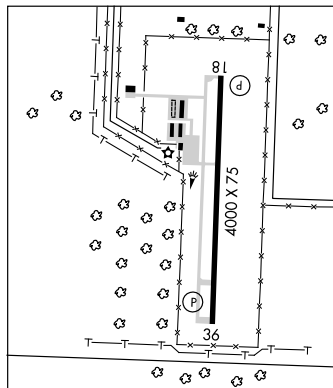
Extensive student pilot training invof arpt. Wildlife and birds on and invof arpt. Rwy 18-36 MIRL dusk-0530Z±; after 0530Z±

ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

COMMUNICATIONS: CTAF/UNICOM 123.0® **SPRINGFIELD APP/DEP CON** 124.95**RADIO AIDS TO NAVIGATION:** NOTAM FILE SGF.**SPRINGFIELD (H) VORTAC** 116.9 SGF Chan 116 N37°21.36'

W93°20.04' 353° 14.4 NM to fld.

1240/4E. HIWAS

**BOLLINGER-CRASS MEM** (See VAN BUREN)**BOONVILLE****JESSE VIERTEL MEM** (VER) 3 SE UTC-6(-5DT) N38°56.80' W92°40.96'

KANSAS CITY

715 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE COU

L-27A

RWY 18-36: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

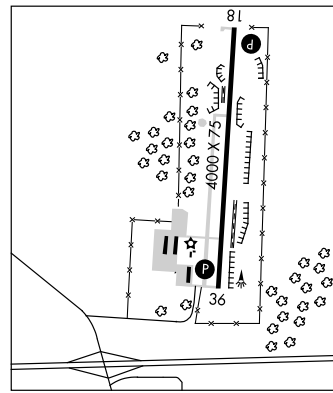
AIRPORT REMARKS: Attended 1400-0200Z±. Self svc fuel after 0200Z±.

Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500' before turning on course.

ACTIVATE MIRL Rwy 18-36, PAPI Rws 18 and 36 REIL Rws 18 and 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7® **MIZZU APP/DEP CON** 124.375**RADIO AIDS TO NAVIGATION:** NOTAM FILE COU.**HALVSVILLE (L) VORTAC** 114.2 HLV Chan 89 N39°06.81'

W92°07.69' 243° 27.8 NM to fld. 920/6E.



APP CRS **179°**
Rwy Idg **4000**
TDZE **1092**
Apt Elev **1092**

RNAV (GPS) RWY 18

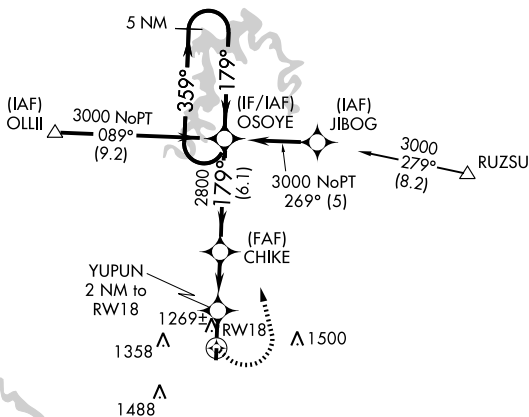
BOLIVAR MUNI (M17)

V DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

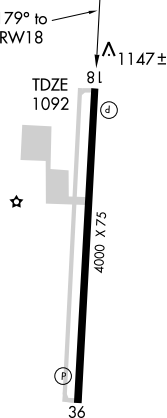
SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF)



Holding not required for arrivals
on SGF VORTAC
airway radials 075 CW 272.

ELEV 1092



3000	OSOYE	CHIKE	OSOYE	5 NM Holding Pattern
	YUPUN 2 NM to RW18	CHIKE	OSOYE	
	1760	2800	3000	
	2 NM	3.2 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1600-1	508 (600-1)	1600-1½ 508 (600-1½)	NA
CIRCLING	1660-1	568 (600-1)	1660-1½ 568 (600-1½)	NA

MIRL Rwy 18-36

BOLIVAR, MISSOURI
Orig 10266

37°36'N-93°21'W

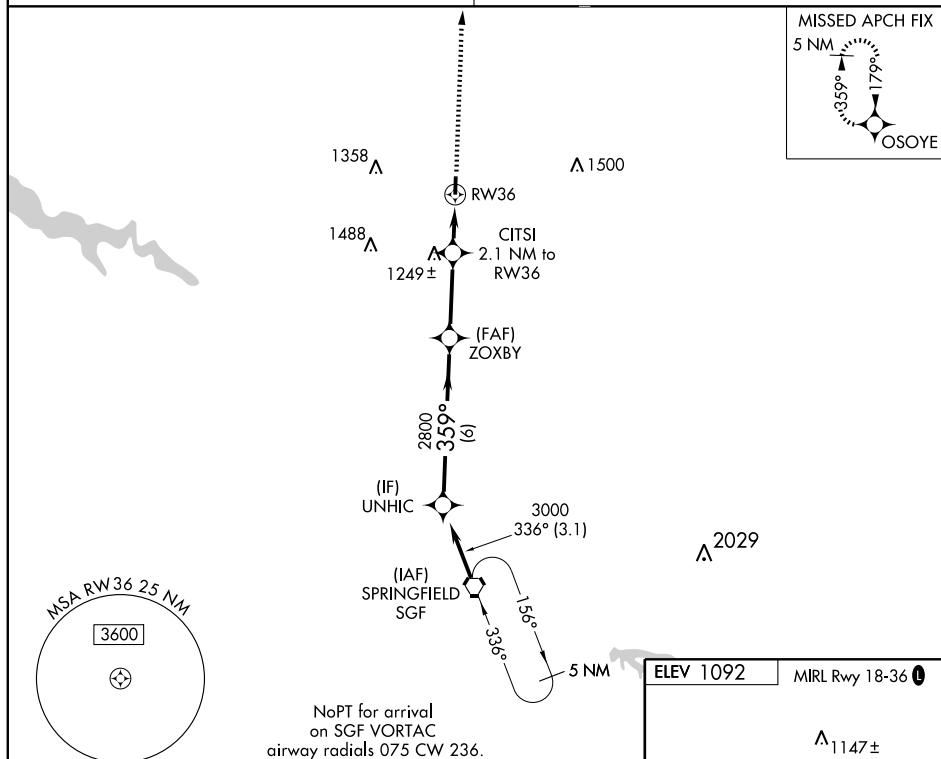
BOLIVAR MUNI (M17)
RNAV (GPS) RWY 18

WAAS CH 78303 W36A	APP CRS 359°	Rwy Idg TDZE 1092 Apt Elev 1092	4000 1092 1092
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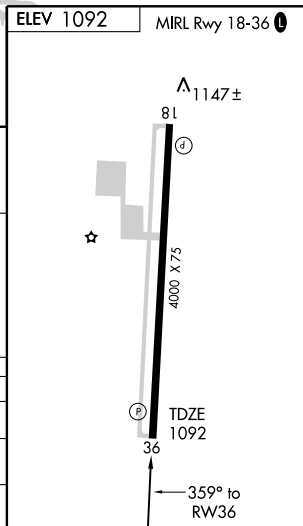
RNAV (GPS) RWY 36

BOLIVAR MUNI (M17)

▽ DME/DME RNP-0.3 NA. △ NA Visibility reduction by helicopters NA. Use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climb to 3000 direct OSOYE and hold.
SPRINGFIELD APP CON 124.95 318.2	UNICOM 123.0 (CTAF) 0



Procedure Turn NA	UNHIC	VGSI and RNAV glidepath not coincident.			3000	OSOYE
GS 3.00° TCH 40	3000	359°	ZOXY	CITSI 2.1 NM to RW36	*1800	*LNAV only
	2800	6 NM	3.1 NM	2.1 NM		
CATEGORY	A	B	C	D		
LPV DA	1448-1¼	356 (400-1¼)		NA		
LNAV MDA	1580-1	488 (500-1)	1580-1¼ 488 (500-1¼)	NA		
CIRCLING	1660-1	568 (600-1)	1660-1½ 568 (600-1½)	NA		



VORTAC SGF 116.9 Chan 116	APP CRS 353°	Rwy Idg 4000 TDZE 1092 Apt Elev 1092
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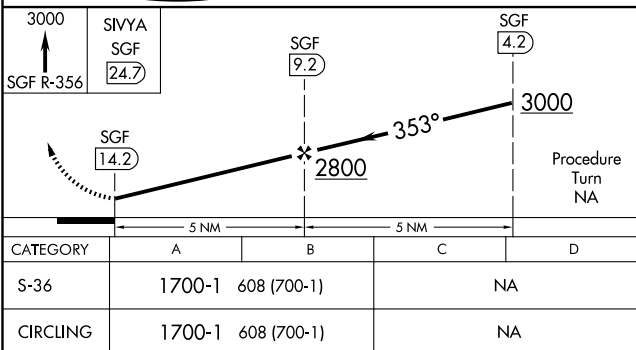
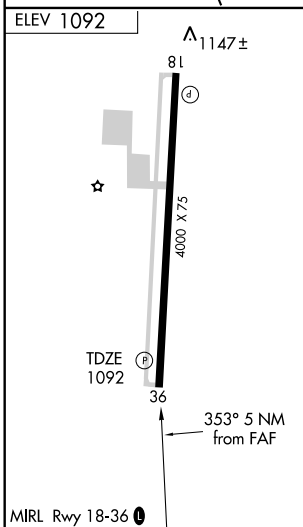
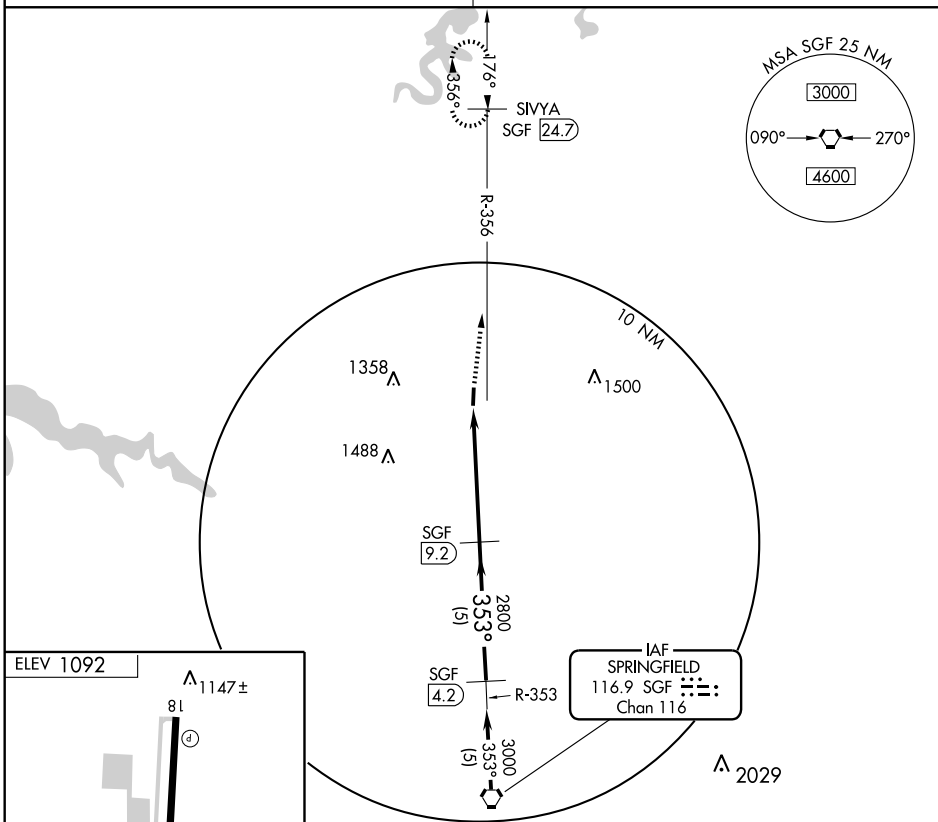
VOR/DME RWY 36
BOLIVAR MUNI (M17)

T
A NA Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) **L**



BOLIVAR MUNI (M17) 4 E UTC-6(-5DT) N37°35.77' W93°20.86'

KANSAS CITY

1092 B S6 FUEL 100LL, JET A NOTAM FILE COU

L-16F

RWY 18-36: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 18: PAPI(P2L)—GA 3.0° TCH 38'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Fuel avbl 24 hrs.

Extensive student pilot training invof arpt. Wildlife and birds on and invof arpt. Rwy 18-36 MIRL dusk-0530Z±; after 0530Z±

ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

COMMUNICATIONS: CTAF/UNICOM 123.0

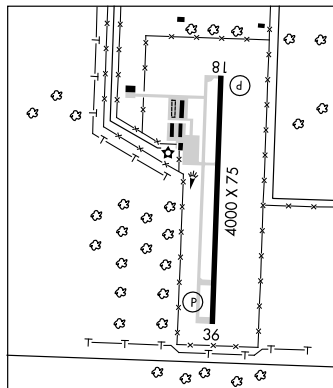
® SPRINGFIELD APP/DEP CON 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36'

W93°20.04' 353° 14.4 NM to fld.

1240/4E. HIWAS

**BOLLINGER-CRASS MEM** (See VAN BUREN)**BOONVILLE****JESSE VIERTEL MEM** (VER) 3 SE UTC-6(-5DT) N38°56.80' W92°40.96'

KANSAS CITY

715 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE COU

L-27A

RWY 18-36: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1400-0200Z±. Self svc fuel after 0200Z±.

Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500' before turning on course.

ACTIVATE MIRL Rwy 18-36, PAPI Rws 18 and 36 REIL Rws 18 and 36—CTAF.

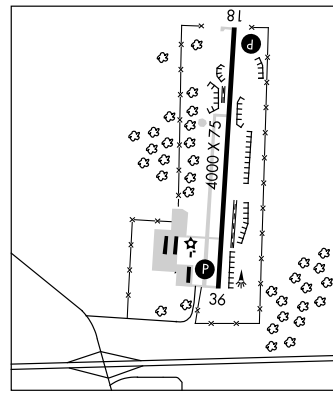
COMMUNICATIONS: CTAF/UNICOM 122.7

® MIZZU APP/DEP CON 124.375

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81'

W92°07.69' 243° 27.8 NM to fld. 920/6E.

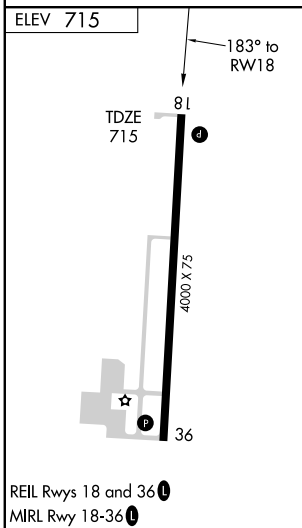
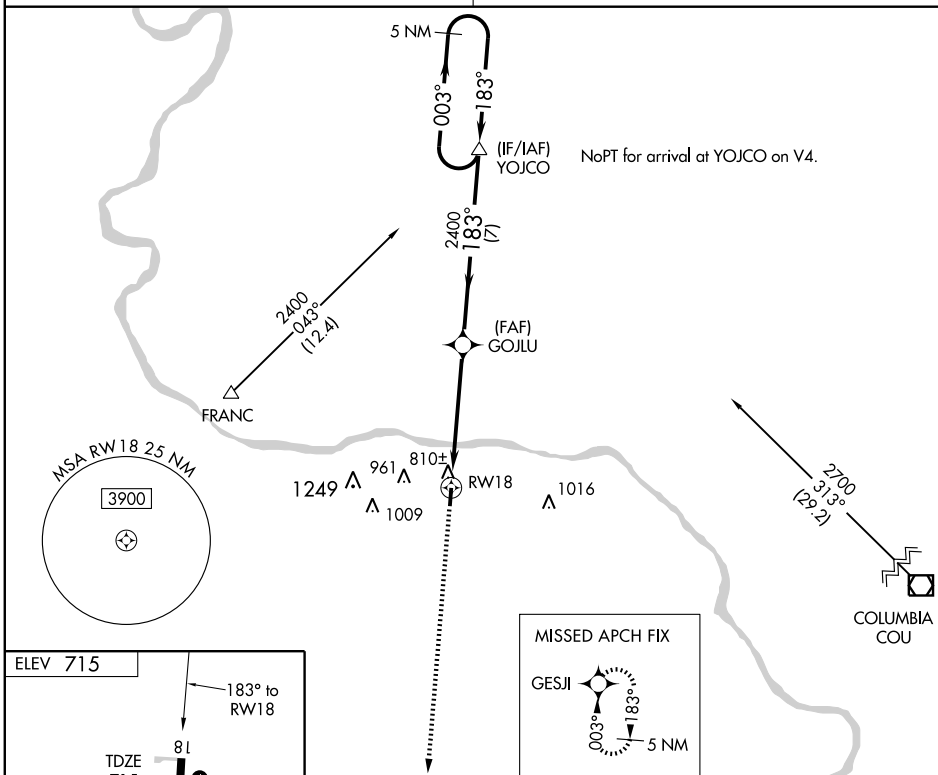


WAAS CH 72703 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	4000 715 715
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RNAV (GPS) RWY 18

BOONVILLE/JESSE VIERTTEL MEMORIAL (VER)

▼ ▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.	MISSED APPROACH: Climb to 2400 direct GESJ1 and hold.
MIZZU APP CON 124.375	UNICOM 122.7 (CTAF) ①



2400	GESJ1	VGSI and RNAV glidepath not coincident.		5 NM Holding Pattern
RW18	GOJLU	YOJCO	2400	GS 3.00° TCH 40
5.1 NM	7 NM			
CATEGORY	A	B	C	D
LPV DA	1103-1½	388 (400-1½)		NA
LNAV MDA	1140-1	425 (500-1)	1140-1¼ 425 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¾ 625 (700-1¾)	NA

APP CRS **003°**
 Rwy Idg **4000**
 TDZE **715**
 Apt Elev **715**

RNAV (GPS) RWY 36

BOONVILLE/JESSE VIERTTEL MEMORIAL (VER)

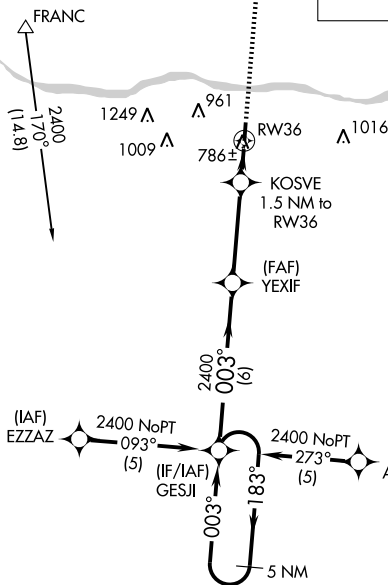
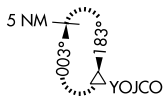
▼ DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.
 Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct YOJCO and hold.

MIZZU APP CON
124.375

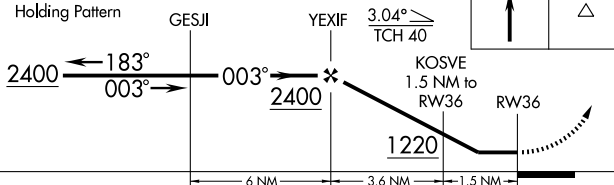
UNICOM
122.7 (CTAF)

MISSED APCH FIX



ELEV 715

5 NM
 Holding Pattern



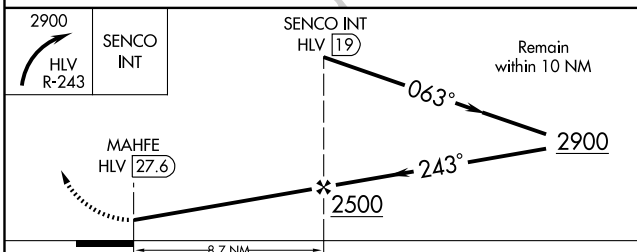
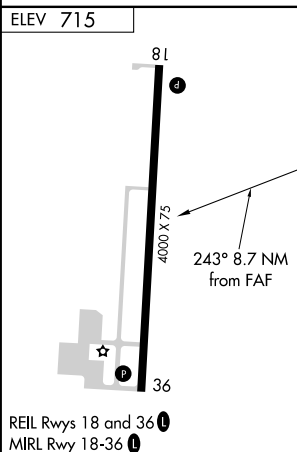
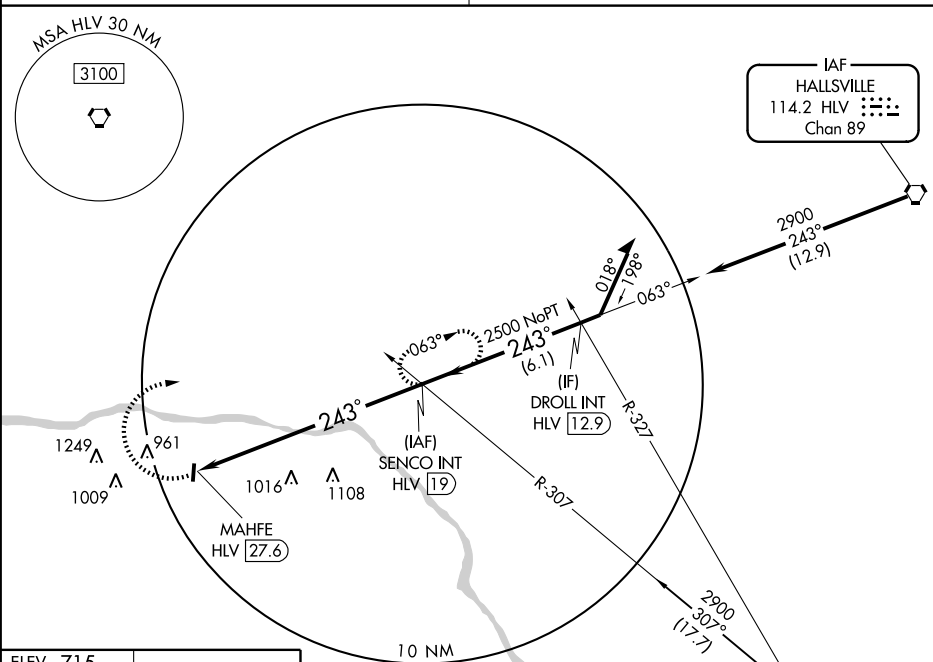
CATEGORY	A	B	C	D
RNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¼ 625 (700-1¼)	NA

REIL Rwy 18 and 36
 MRL Rwy 18-36

VORTAC HLW 114.2 Chan 89	APP CRS 243°	Rwy Idg TDZE Apt Elev	N/A N/A 715
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VOR-A
BOONVILLE/JESSE VIERTTEL MEMORIAL (VER)

V NA Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.	MISSED APPROACH: Climbing right turn to 2900 via HLW VORTAC R-243 to SENCO INT/HLW 19 DME and hold.
MIZZU APP CON 124.375	UNICOM 122.7 (CTAF)



FAF to MAP 8.7 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCUING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA
Min:Sec	8:42	5:48	4:21	3:29	2:54					

BOWLING GREEN MUNI (H19) 2 NW UTC-6(-5DT) N39°22.20' W91°13.16'

KANSAS CITY

886 B NOTAM FILE STL

L-27B

RWY 13-31: H3204X50(ASPH) S-12.5 LIRL (NSTD) 0.4% up SE

IAP

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk-0300Z†.

ACTIVATE LIRL Rwy 13-31 after 0600Z†—CTAF.

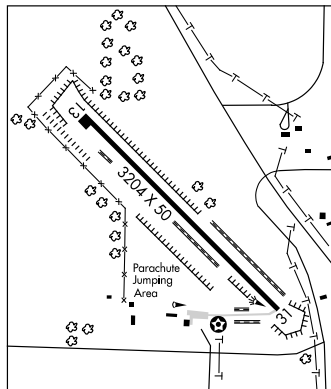
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM not monitored on regular basis.

KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88'

W91°16.74' 169° 28.8 NM to fld. 710/5E. HIWAS.

**BRANSON** (BBG) 8 SSE UTC-6(-5DT) N36°31.92' W93°12.03'

KANSAS CITY

1302 B FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE BBG

H-6I, L-16F

RWY 14-32: H7140X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-700 HIRL

IAP, AD

0.7% up SE

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Rgt tfc.

RWY 32: MALSF. PAPI(P4L)—GA 3.0° TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-7140 TODA-7140 ASDA-7140 LDA-7140

RWY 32: TORA-7140 TODA-7140 ASDA-7140 LDA-7140

AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt.

Taxilane between commercial apron and general aviation apron unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF

Index C firefighting equipment avbl upon request. Rwy 32 calm wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain

avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSF

Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.625 (417) 334-0218.

COMMUNICATIONS: CTAF 128.15 ATIS 124.625 UNICOM 122.95

(R) SPRINGFIELD APP/DEP CON 126.35

TOWER 128.15 (1300-0300Z†) GND CON 118.4

CLNC DEL 18.4 (126.35 Provided by SPRINGFIELD APP CON

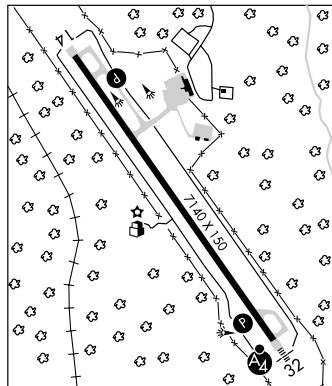
when twr clsd)

AIRSPACE: CLASS D svc 1300-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10' W93°12.80' 359° 12.8 NM to fld. 1400/4E.

ILS/DME 111.35 I-BBG Chan 50(Y) Rwy 32. ILS unmonitored when twr clsd.

**BRANSON WEST MUNI-EMERSON FIELD** (FWB) 2 W UTC-6(-5DT) N36°41.91' W93°24.13'

KANSAS CITY

1348 B FUEL 100LL, JET A NOTAM FILE FWB Not insp.

H-6I, L-16F

RWY 03-21: H5000X75 (CONC) S-30 MIRL RWY 03: REIL. PAPI(P4R)—GA 3.0° TCH 40'.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Apr-Nov 1300-0200Z†, Dec-Mar 1300-2300Z†. Self svc 100LL avbl with credit card 24 hrs. Birds invof arpt. ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.725 (417) 272-3922.

COMMUNICATIONS: UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10' W93°12.80' 334° 24.5 NM to fld. 1400/4E.

BRAYMER N39°37.83' W93°52.52' NOTAM FILE COU.

KANSAS CITY

(L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E.

H-5C, L-27A

APP CRS
133°

Rwy Idg **3204**
TDZE **886**
Apt Elev **886**

RNAV (GPS) RWY 13

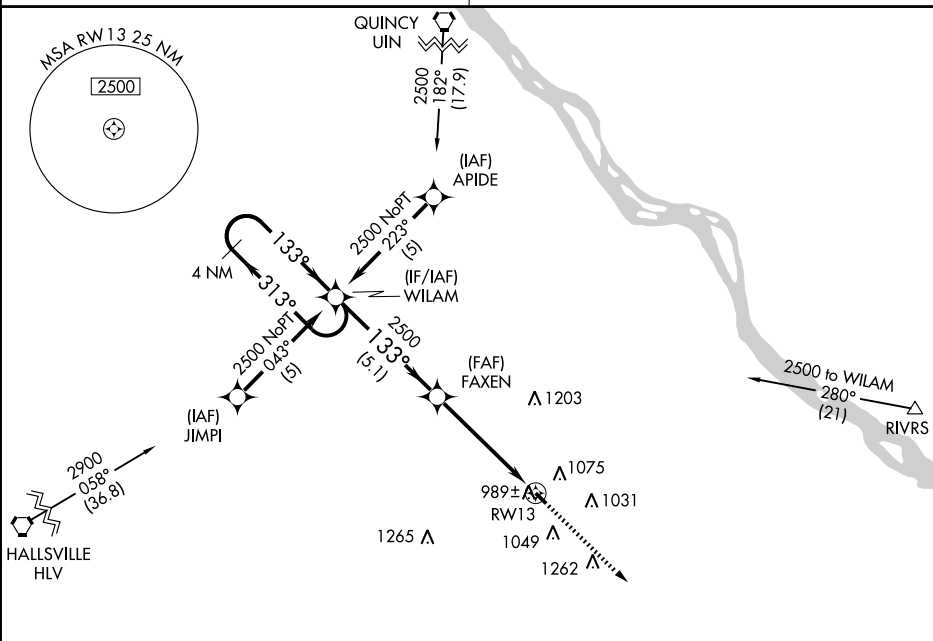
BOWLING GREEN MUNI (H19)

NA Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

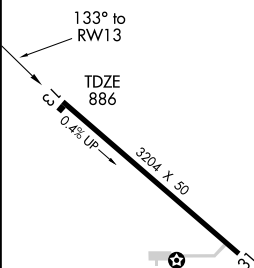
MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

KANSAS CITY CENTER
135.525 319.9

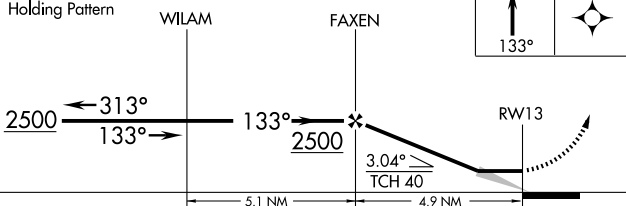
UNICOM
122.8 (CTAF)



ELEV 886



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1340-1	454 (500-1)	NA	NA
CIRCLING	1520-1	634 (700-1)	NA	NA

LIRL Rwy 13-31

BOWLING GREEN, MISSOURI

Orig 08157

39°22'N-91°13'W

BOWLING GREEN MUNI (H19)
RNAV (GPS) RWY 13

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS
314°

Rwy Idg	3204
TDZE	886
Apt Elev	886

RNAV (GPS) RWY 31

BOWLING GREEN MUNI (H19)



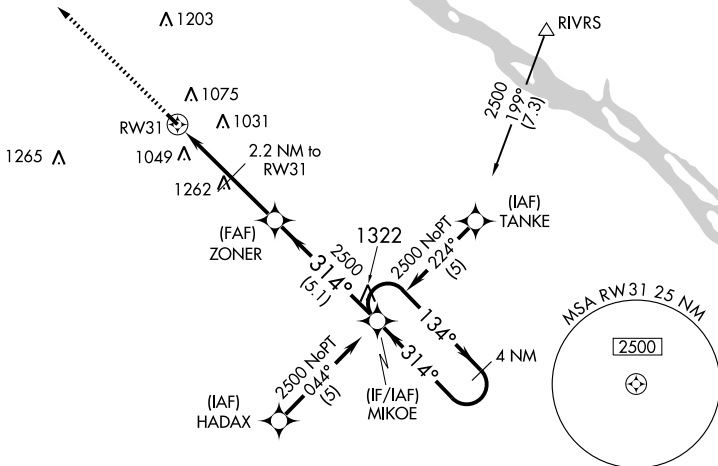
Use Quincy, IL altimeter setting.

ANA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

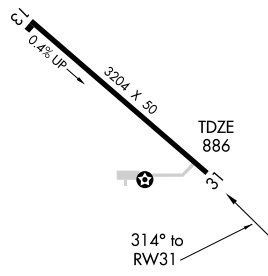
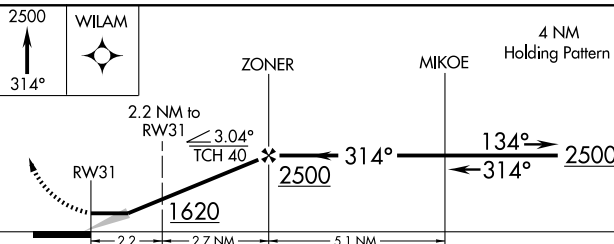
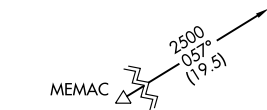
MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **L**

NC-3. 21 OCT 2010 to 18 NOV 2010

ELEV 886



CATEGORY	A	B	C	D
LNAV MDA	1460-1	574 (600-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	

LIRL Rwy 13-31 **L**

BOWLING GREEN, MISSOURI

Orig 08157

39°22'N - 91°13'W

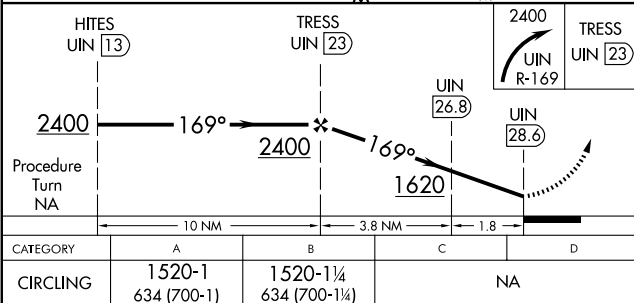
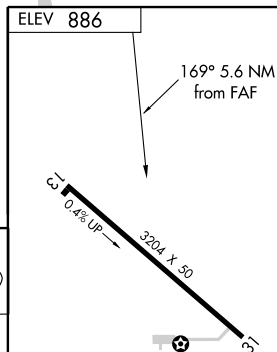
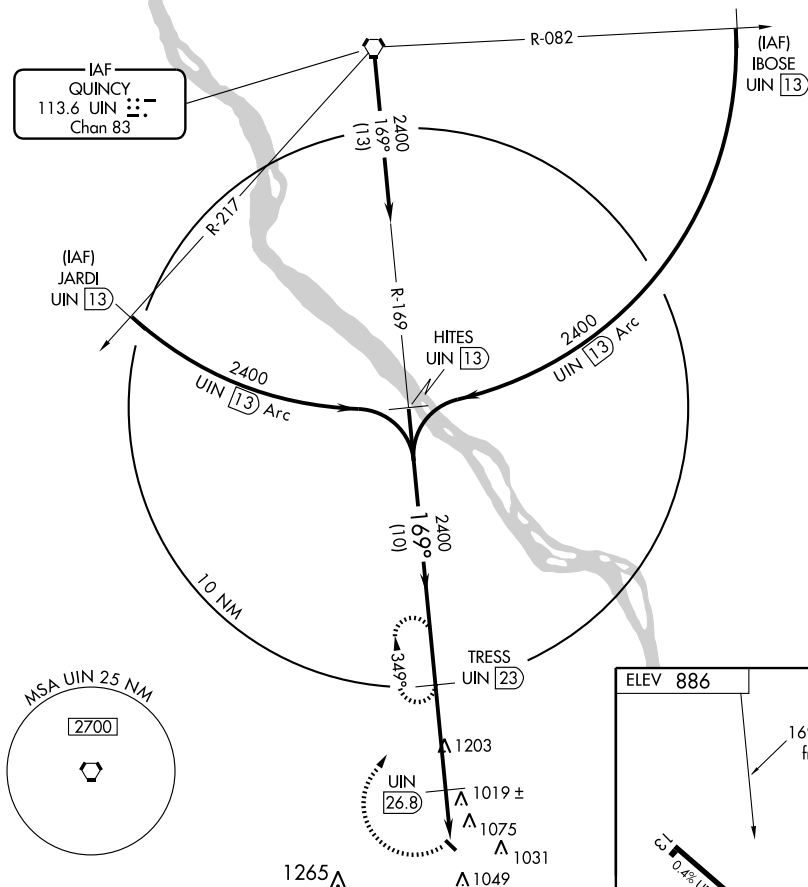
BOWLING GREEN MUNI (H19)
RNAV (GPS) RWY 31

VORTAC UIN 113.6 Chan 83	APP CRS 169°	Rwy Idg TDZE Apt Elev	N/A N/A 886
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VOR/DME-A

BOWLING GREEN MUNI (H19)

<p>V Use Quincy altimeter setting.</p> <p>A NA</p>	<p>MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.</p>
<p>KANSAS CITY CENTER 135.525 319.9</p>	<p>UNICOM 122.8 (CTAF) 1</p>



LIRL Rwy 13-31 1

AIRPORT DIAGRAM

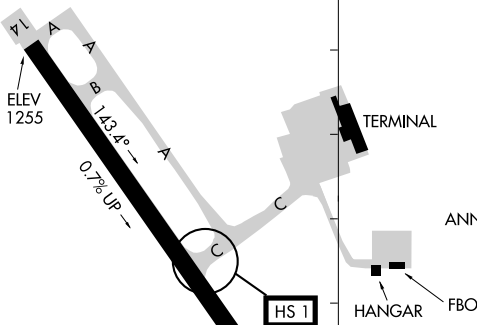
AL-10372 (FAA)

BRANSON (BBG)

BRANSON, MISSOURI

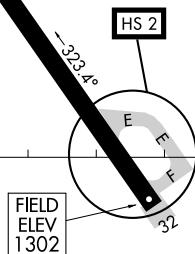
ATIS
 124.625
 BRANSON TOWER ★
 128.15
 GND CON
 118.4
 CLNC DEL
 118.4
 126.35 (When Tower Closed)

D



JANUARY 2010
 ANNUAL RATE OF CHANGE
 0.1° W
 VAR 1.6° E

RWY 14-32
 S-75, D-200, 2S-175, 2D-350, 2D/2D2-700



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93° 12.5' W

93° 12.0' W

93° 11.5' W

AIRPORT DIAGRAM

BRANSON, MISSOURI

BRANSON (BBG)

BOWLING GREEN MUNI (H19) 2 NW UTC-6(-5DT) N39°22.20' W91°13.16'

KANSAS CITY

886 B NOTAM FILE STL

L-27B

RWY 13-31: H3204X50(ASPH) S-12.5 LIRL (NSTD) 0.4% up SE

IAP

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk-0300Z†.

ACTIVATE LIRL Rwy 13-31 after 0600Z†—CTAF.

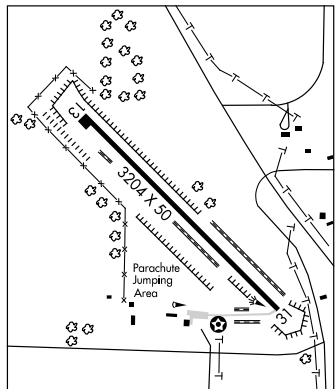
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM not monitored on regular basis.

KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88'

W91°16.74' 169° 28.8 NM to fld. 710/5E. HIWAS.

**BRANSON** (BBG) 8 SSE UTC-6(-5DT) N36°31.92' W93°12.03'

KANSAS CITY

1302 B FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE BBG

H-6I, L-16F

RWY 14-32: H7140X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-700 HIRL

IAP, AD

0.7% up SE

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Rgt tfc.

RWY 32: MALSF. PAPI(P4L)—GA 3.0° TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-7140 TODA-7140 ASDA-7140 LDA-7140

RWY 32: TORA-7140 TODA-7140 ASDA-7140 LDA-7140

AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt.

Taxilane between commercial apron and general aviation apron unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF

Index C firefighting equipment avbl upon request. Rwy 32 calm wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain

avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSF

Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.625 (417) 334-0218.

COMMUNICATIONS: CTAF 128.15 ATIS 124.625 UNICOM 122.95

Ⓡ SPRINGFIELD APP/DEP CON 126.35

TOWER 128.15 (1300-0300Z†) GND CON 118.4

CLNC DEL 18.4 (126.35 Provided by SPRINGFIELD APP CON

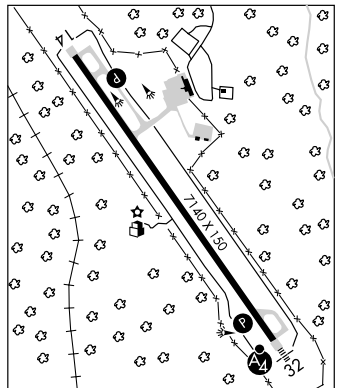
when twr clsd)

AIRSPACE: CLASS D svc 1300-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10' W93°12.80' 359° 12.8 NM to fld. 1400/4E.

ILS/DME 111.35 I-BBG Chan 50(Y) Rwy 32. ILS unmonitored when twr clsd.

**BRANSON WEST MUNI-EMERSON FIELD** (FWB) 2 W UTC-6(-5DT) N36°41.91' W93°24.13'

KANSAS CITY

1348 B FUEL 100LL, JET A NOTAM FILE FWB Not insp.

H-6I, L-16F

RWY 03-21: H5000X75 (CONC) S-30 MIRL RWY 03: REIL. PAPI(P4R)—GA 3.0° TCH 40'.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Apr-Nov 1300-0200Z†, Dec-Mar 1300-2300Z†. Self svc 100LL avbl with credit card 24 hrs. Birds invof arpt. ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.725 (417) 272-3922.

COMMUNICATIONS: UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10' W93°12.80' 334° 24.5 NM to fld. 1400/4E.

BRAYMER N39°37.83' W93°52.52' NOTAM FILE COU.

KANSAS CITY

(L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E.

H-5C, L-27A

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 32

BRANSON (BBG)

LOC/DME I-BBG 111.35 Chan 50 (Y)	APP CRS 323°	Rwy Idg TDZE Apt Elev	7140 1302 1303
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NA

Visibility reduction by helicopters NA.

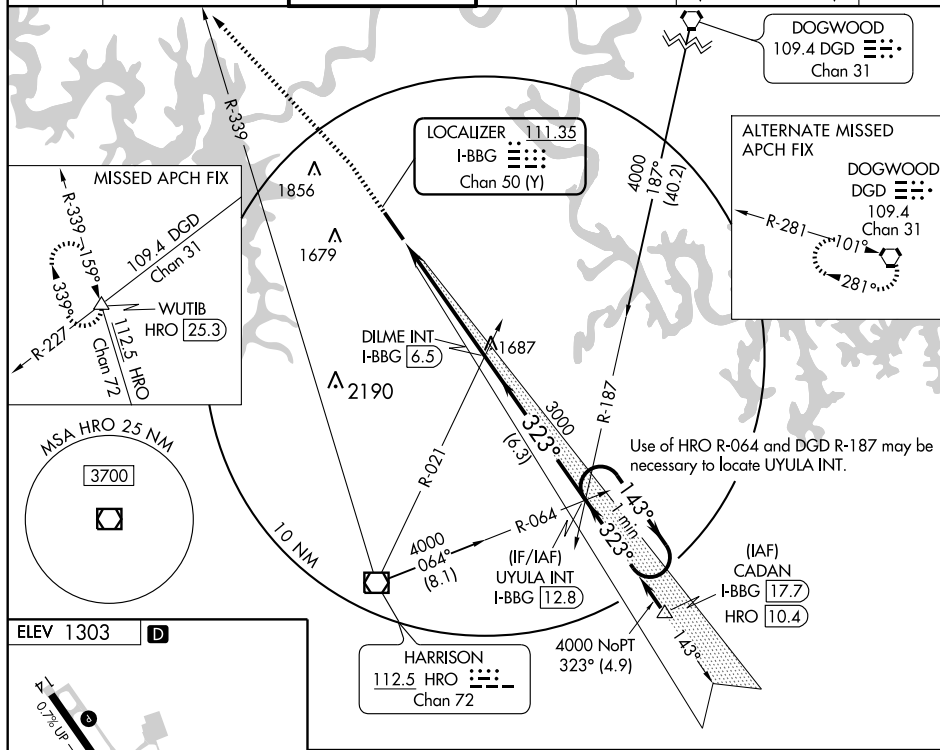
When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile.
VDP NA when using Harrison altimeter setting.

MAISF



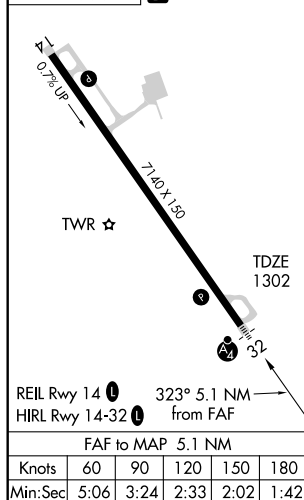
MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/HRO 25.3 DME and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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ELEV 1303

D



1800	4000	HRO R-339 112.5	WUTIB	UYULA INT I-BBG 12.8	One Minute Holding Pattern
315°	315°	I-BBG 2.6	I-BBG 1.4	3000	3000
1.2	3.9 NM	6.3 NM			
CATEGORY	A	B	C	D	
S-ILS 32	1502-1	200 (200-1)			
S-LOC 32	1740-1	438 (500-1)	1740-1¼ 438 (500-1¼)	1740-1½ 438 (500-1½)	
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)	

BRANSON, MISSOURI

Orig 10042

BRANSON (BBG)

36°32'N - 93°12'W

ILS or LOC RWY 32

WAAS CH 49111 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	7140 1275 1303
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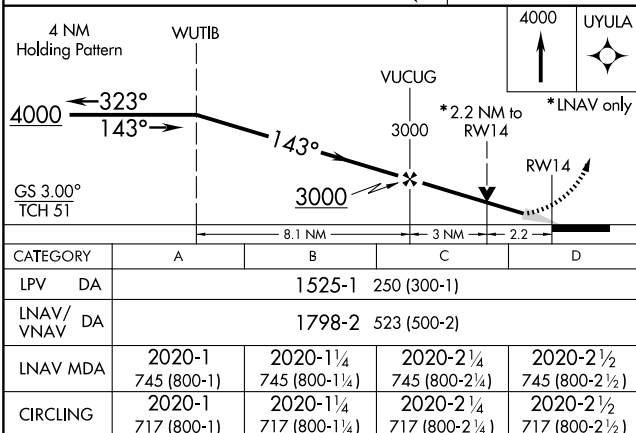
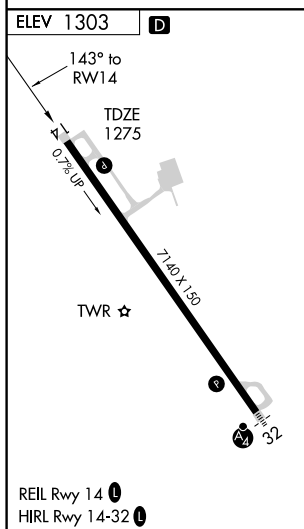
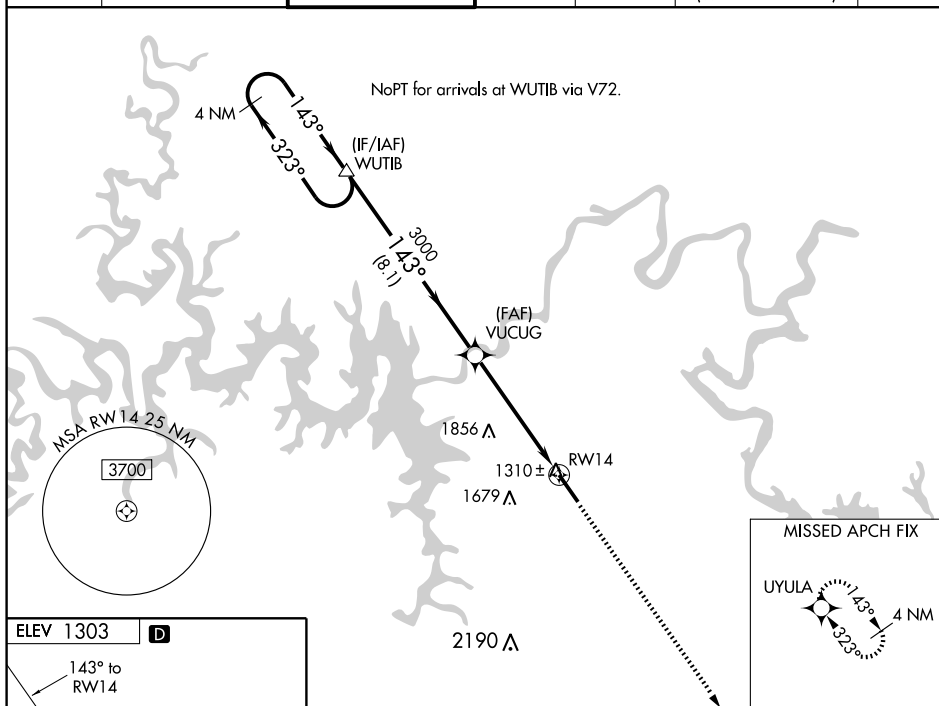
RNAV (GPS) RWY 14

BRANSON (BBG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet.
 VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000
direct UYULA and hold.



ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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WAAS CH 93911 W32A	APP CRS 323°	Rwy Idg 7140 TDZE 1302 Apt Elev 1303
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RNAV (GPS) RWY 32
BRANSON (BBG)


BRANSON (BBG)

	<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).</p>	<p>MALSF</p> 	<p>MISSED APPROACH: Climb to 4000 direct WUTIB and hold.</p>
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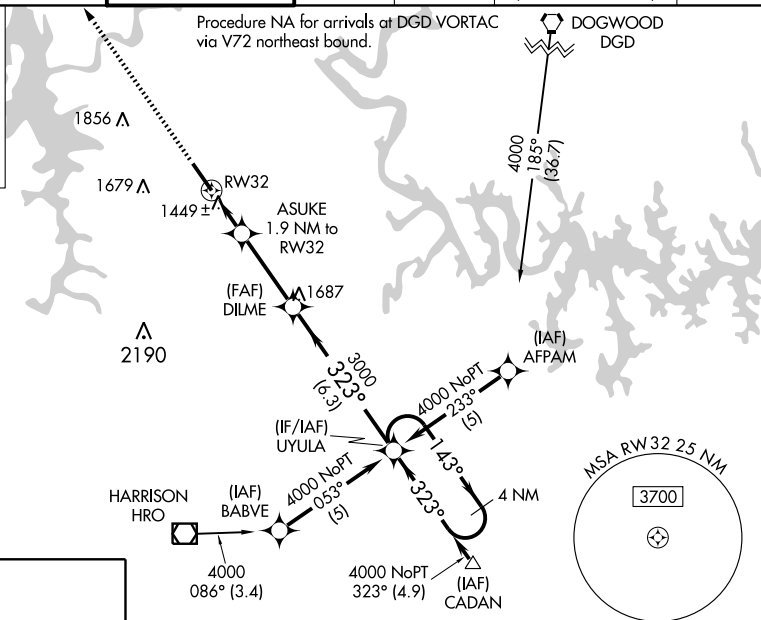
ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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MISSED APCH FIX

Procedure NA for arrivals at DGD VORTAC
via V72 northeast bound.

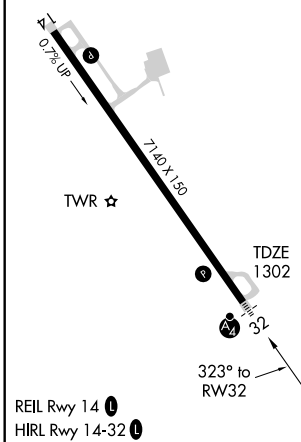


DOGWOOD
DGD



ELEV 1303

D



CATEGORY	A	B	C	D
LPV DA	1502-1	200 (200-1)		
LNAV/VNAV DA	1757-1½	455 (500-1½)		
LNAV MDA	1700-1	398 (400-1)		1700-1¼ 398 (400-1¼)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

BRANSON, MISSOURI

Orig 10042

BRANSON (BBG)

36°32'N - 93°12'W

RNAV (GPS) RWY 32

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

BROOKFIELD N39°45.85' W93°06.55' NOTAM FILE COU.

KANSAS CITY

NDB (MHW) 383 BZK 271° 17.9 NM to Chillicothe Muni. NDB OTS indef. SHUTDOWN.

L-27A

BROOKFIELD**NORTH CENTRAL MISSOURI RGNL** (M08) 2 E UTC-6(-5DT) N39°46.20' W93°00.77'

KANSAS CITY

843 B FUEL 100LL, JET A NOTAM FILE COU

L-27A

RWY 18-36: H4003X75 (CONC) S-12.5 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 47'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 37'. Trees.

AIRPORT REMARKS: Attended irregularly. Self-svc fuel avbl 24 hrs. For svc after hrs, call phone numbers posted on arpt management office door. Numerous waterfowl and deer on and infov arpt. Tower 319' AGL, 3500' north, 1925' east of Rwy 18 end. ACTIVATE MIRL Rwy 18-36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24' W92°28.93' 280° 25.5 NM to fld. 870/6E.

BUCKHORN N37°41.85' W92°06.23' NOTAM FILE TBN.

KANSAS CITY

NDB (MH) 391 BHN 323° 3.2 NM to Waynesville ST. Robert Rgnl Forney Fld. NDB unmonitored

L-16G

Mon-Fri 0300-1200Z±, 24 hrs holidays and weekends.

BUFFALO MUNI (H17) 1 N UTC-6(-5DT) N37°39.25' W93°05.22'

KANSAS CITY

1154 B NOTAM FILE COU

L-16F

RWY 03-21: H3220X50 (ASPH) LIRL

RWY 03: Thld dspcd 272'. Trees. RWY 21: Tree.

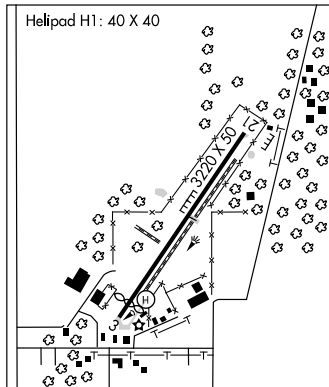
AIRPORT REMARKS: Unattended. Wildlife on and infov arpt. Ultralight acft on and infov apt. Rwy 03-21 width variance 50-52'. Insufficient rwy safety area length byd each rwy end, fences, brush, trees. ACTIVATE LIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 029° 21.4 NM to fld. 1240/4E. HIWAS.

HELIPAD H1: H40X40 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lights. 5 landing direction lights extending NE. Apch slope 8 to 1 to helipad, from northeast, arpt bcn 260' south of helipad, 5 to 1 aprch slope. ACTIVATE H1 perimeter lights—CTAF.

**BUTLER** N38°16.33' W94°29.29' NOTAM FILE COU.

KANSAS CITY

(H) VORTAC 115.9 BUM Chan 106 074° 7.1 NM to Butler Mem. 890/7E. HIWAS.

H-5C, L-10J, 16F

WAAS
CH **42715**
W18A

APP CRS
179°

Rwy Idg **4003**
TDZE **843**
Apt Elev **843**

RNAV (GPS) RWY 18

BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (M08)

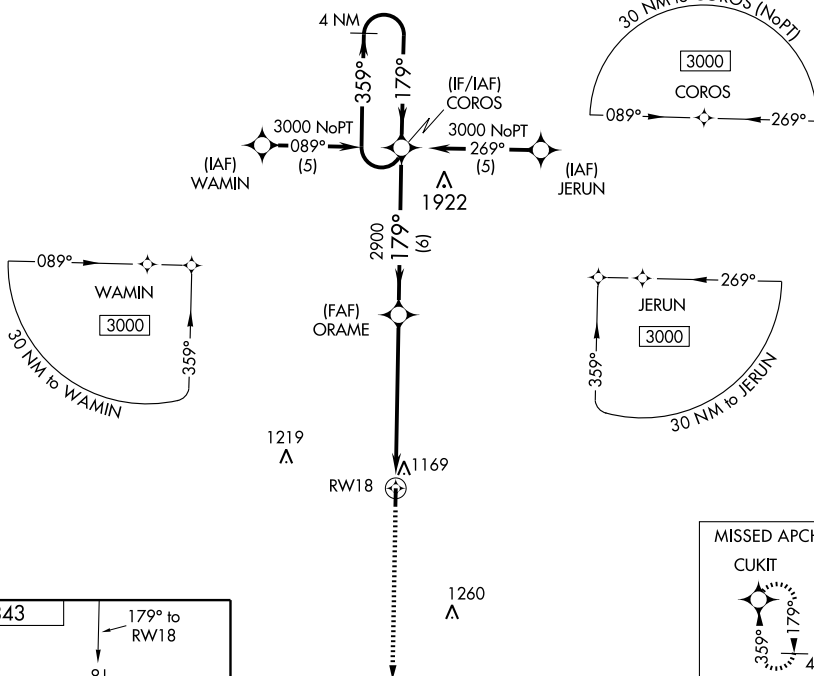
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CUKIT and hold.

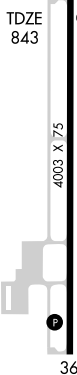
CHILICOTHE AWOS-3
118.175

KANSAS CITY CENTER
125.25 381.5

CTAF
122.9 0



ELEV 843



MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

3000

CUKIT

↑

✦

ORAME

2900

COROS

4 NM Holding Pattern

359° →

← 179°

3000

179°

2900

VGSI and RNAV glidepath not coincident.

GS 3.00°

TCH 40°

RW18

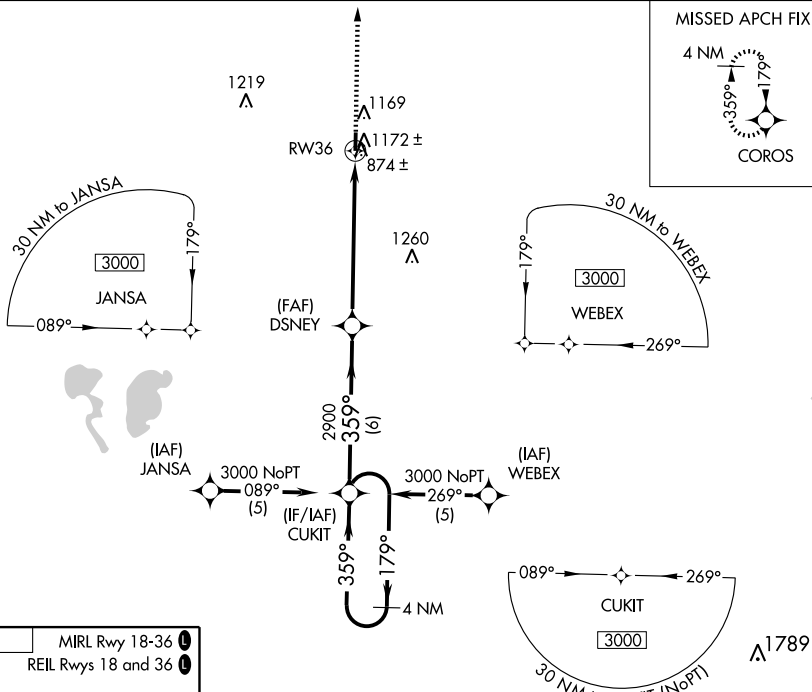
6.2 NM

6 NM

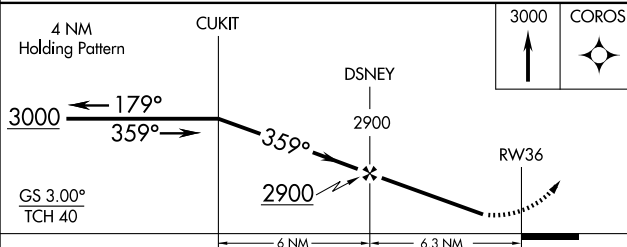
CATEGORY	A	B	C	D
LPV DA	1188-1¼	345 (400-1¼)		NA
LNAV/VNAV DA	1529-2½	686 (700-2½)		NA
LNAV MDA	1560-1	717 (800-1)	1560-2 717 (800-2)	NA
CIRCLING	1560-1	717 (800-1)	1560-2 717 (800-2)	NA

BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (M08)

MISSED APPROACH: Climb to 3000 direct COROS and hold.

CTAF
122.9 

Technical drawing of a vertical rod. The rod has a diameter of 8 L at the top. A dimension of 4003 X 75 is indicated along the length. A star symbol is located to the left of the rod. A dimension of 36 is shown at the bottom. The text TDZE 835 is present. An arrow points to the bottom of the rod with the text 359° to RW36.



CATEGORY	A	B	C	D
LPV DA	1238-1½	403 (400-1½)		NA
LNAV/ VNAV	1315-1¾	480 (500-1¾)		NA
LNAV MDA	1500-1	665 (700-1)	1500-1¾ 665 (700-1¾)	NA
CIRCLING	1540-1	697 (700-1)	1540-2 697 (700-2)	NA

BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (M08)
39°46'N-93°01'W **RNAV (GPS) RWY 36**

RNAV (GPS) RWY 36

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

BUTLER MEM (BUM) 2 N UTC-6(-5DT) N38°17.39' W94°20.41'

892 B S2 FUEL 100LL NOTAM FILE COU

RWY 18-36: H4000X75 (ASPH-RFSC) S-12 MIRL 0.6% up S.

RWY 18: PAPI(P2L)—GA 3.0° TCH 37'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Major power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195' and +411', approximately 7,000' and 14,000' S of Rwy 36 thld. PAPI Rwy 18 and Rwy 36 operates 24 hrs.

WEATHER DATA SOURCES: HIWAS 115.9 BUM.

COMMUNICATIONS: CTAF 122.9

RCO 122.1R 115.9T (COLUMBIA RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 125.55

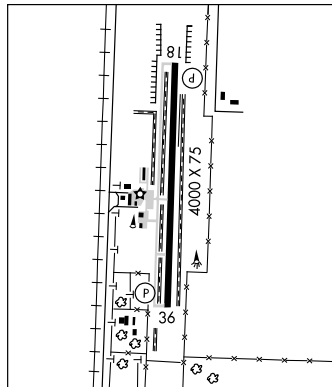
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(H) VORTAC 115.9 BUM Chan 106 N38°16.33' W94°29.29'
074° 7.1 NM to fld. 890/7E. HIWAS.

KANSAS CITY

L-16F

IAP



CABOOL MEM (TVB) 1 NE UTC-6(-5DT) N37°07.95' W92°05.04'

1220 B FUEL 100LL, MOGAS NOTAM FILE COU

RWY 03-21: H3002X50 (ASPH-AFSC) S-4 MIRL 0.5% up SW

RWY 03: Road. Rgt tfc. RWY 21: Trees.

AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

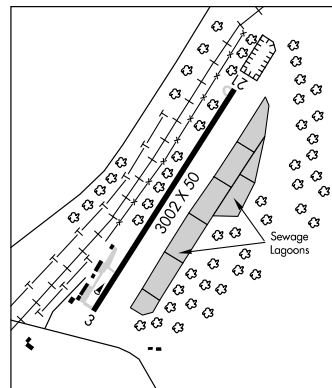
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45'
W91°47.32' 201° 30.9 NM to fld. 1370/6E. HIWAS.

KANSAS CITY

L-16G

IAP



APP CRS	Rwy Idg	4000
178°	TDZE	888
	Apt Elev	892

GPS RWY 18

BUTLER MEMORIAL (BUM)

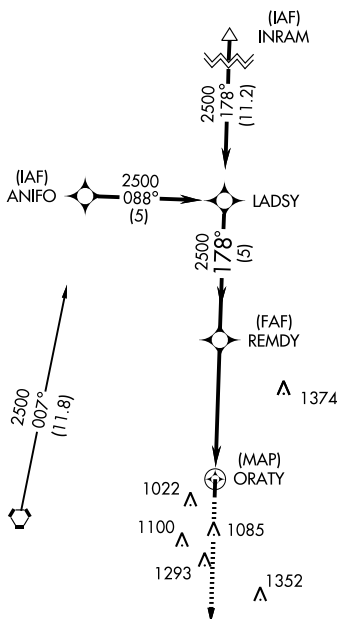


Use Charles B. Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.

KANSAS CITY CENTER
125.55 327.0

CTAF
122.9

BUTLER
BUM

ELEV 892

TDZE
888

81

0.6% UP

4000 X 75

36

FONIE



MSA ORATY 2.5 NM

2900

3000

FONIE

REMDY

LADSY

ORATY

178°

2500

2500

Procedure
Turn
NA

5 NM

5 NM

CATEGORY	A	B	C	D
S-18	1400-1	512 (600-1)	NA	
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

MIRL Rwy 18-36

BUTLER, MISSOURI
Orig-B 08157

38°17'N-94°20'W

BUTLER MEMORIAL (BUM)

GPS RWY 18

VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg TDZE Apt Elev	N/A N/A 892
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VOR-A
BUTLER MEMORIAL (BUM)

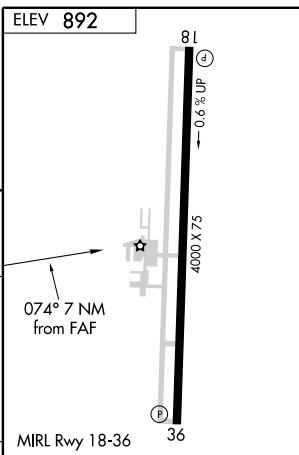
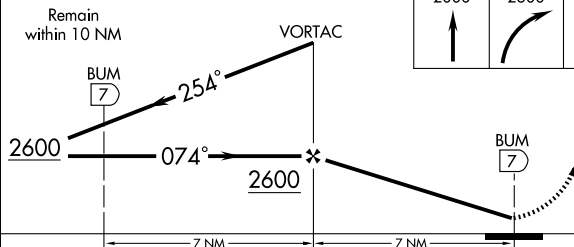
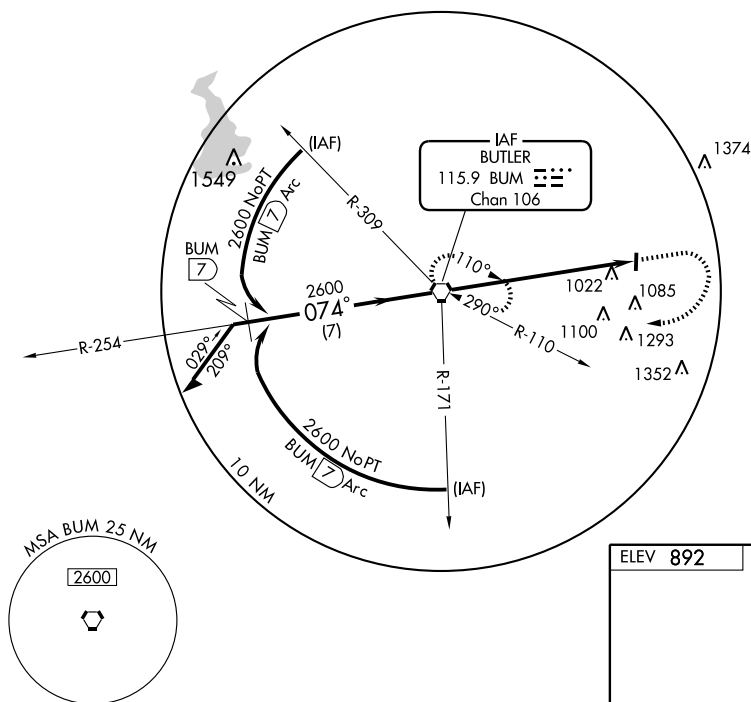
▲ NA

Use Charles B. Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.

KANSAS CITY CENTER
125.55 327.0

CTAF
122.9



CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	1460-1	1580-1	NA		Knots	60	90	120	150	180
	568 (600-1)	688 (700-1)			Min:Sec	7:00	4:40	3:30	2:48	2:20

BUTLER MEM (BUM) 2 N UTC-6(-5DT) N38°17.39' W94°20.41'

892 B S2 FUEL 100LL NOTAM FILE COU

RWY 18-36: H4000X75 (ASPH-RFSC) S-12 MIRL 0.6% up S.

RWY 18: PAPI(P2L)—GA 3.0° TCH 37'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Major power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195' and +411', approximately 7,000' and 14,000' S of Rwy 36 thld. PAPI Rwy 18 and Rwy 36 operates 24 hrs.

WEATHER DATA SOURCES: HIWAS 115.9 BUM.

COMMUNICATIONS: CTAF 122.9

RCO 122.1R 115.9T (COLUMBIA RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 125.55

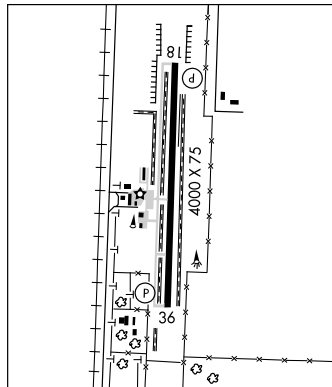
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(H) VORTAC 115.9 BUM Chan 106 N38°16.33' W94°29.29'
074° 7.1 NM to fld. 890/7E. HIWAS.

KANSAS CITY

L-16F

IAP



CABOOL MEM (TVB) 1 NE UTC-6(-5DT) N37°07.95' W92°05.04'

1220 B FUEL 100LL, MOGAS NOTAM FILE COU

RWY 03-21: H3002X50 (ASPH-AFSC) S-4 MIRL 0.5% up SW

RWY 03: Road. Rgt tfc. RWY 21: Trees.

AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

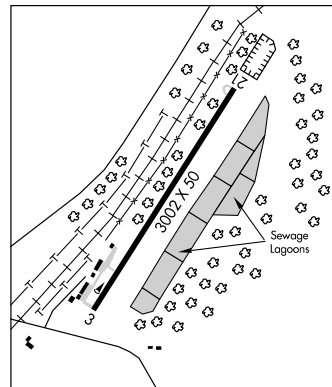
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45'
W91°47.32' 201° 30.9 NM to fld. 1370/6E. HIWAS.

KANSAS CITY

L-16G

IAP



APP CRS 210°	Rwy Idg 3002
	TDZE 1220
	Apt Elev 1220

RNAV (GPS) RWY 21

CABOOL MEMORIAL (TVB)



Use West Plains Muni altimeter setting.



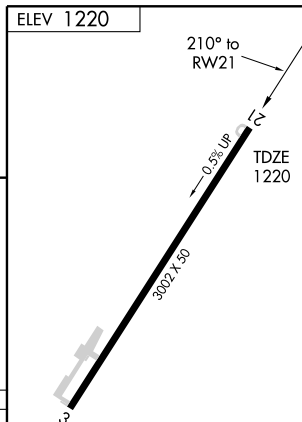
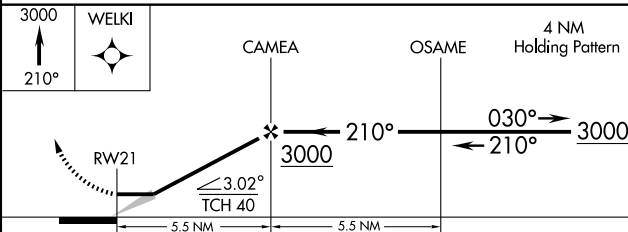
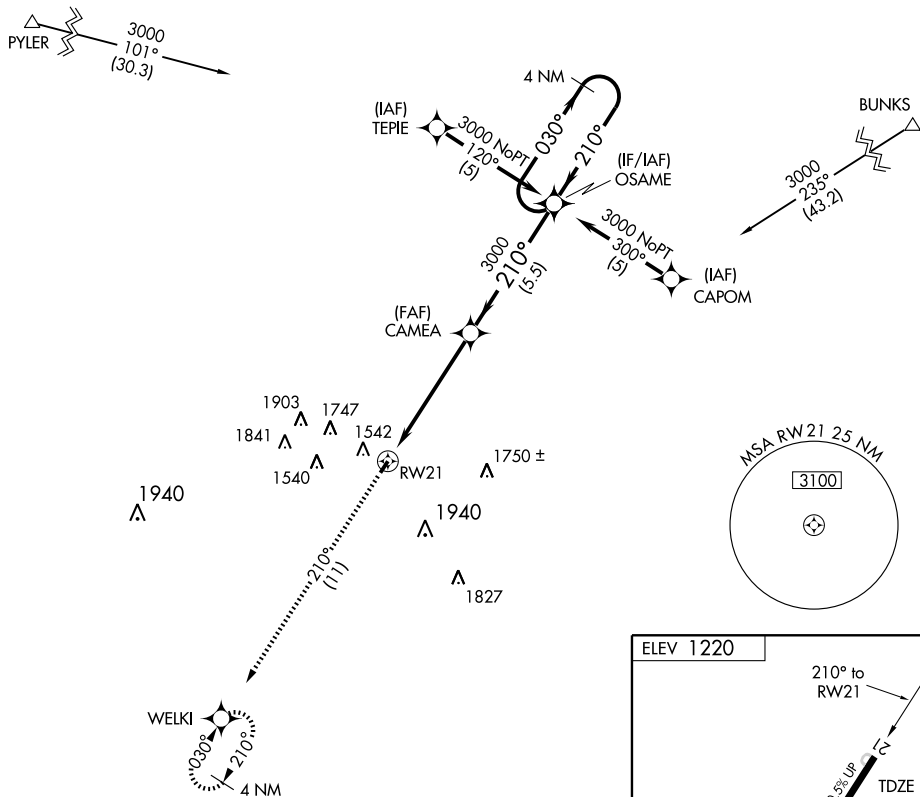
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

KANSAS CITY CENTER

128.35 284.67

CTAF

122.9

CATEGORY	A	B	C	D
LNNAV MDA	1780-1 560 (600-1)	1780-1½ 560 (600-1½)	1780-1½ 560 (600-1½)	NA
CIRCLING	1920-1 700 (700-1)	1940-1 720 (800-1)	1960-2 740 (800-2)	NA

MIRL Rwy 3-21

VORTAC MAP 113.4 Chan 81	APP CRS 201°	Rwy Idg TDZE 1217 Apt Elev 1220	3002
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VOR/DME RWY 21

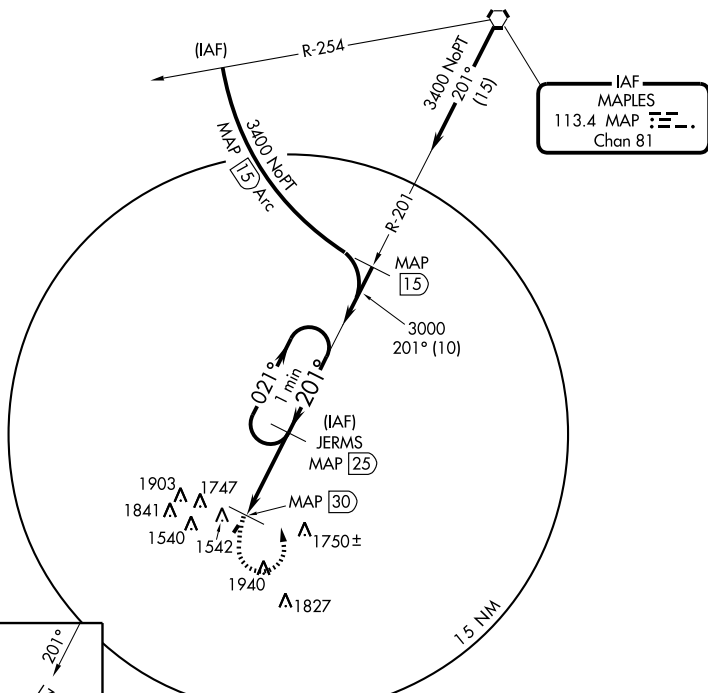
CABOOL MEMORIAL (TVB)

NA Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting.
Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

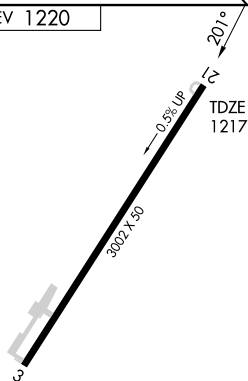
KANSAS CITY CENTER
128.35 284.67

CTAF
122.9



2026

ELEV 1220



3000

MAP R-201

JERMS MAP

25

One Minute Holding Pattern

Fly visual 201° 0.6 NM

MAP 30

201°

0.6

5 NM

201°

021°

3000

CATEGORY	A	B	C	D
S-21	2160-1¼	943 (1000-1¼)	2160-2¾ 943 (1000-2¾)	NA
CIRCLING	2160-1¼	943 (1000-1¼)	2160-2¾ 943 (1000-2¾)	NA

SPRINGFIELD ALTIMETER SETTING MINIMUMS

S-21	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA
CIRCLING	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA

MIRL Rwy 3-21

CABOOL, MISSOURI

Amdt 2 09071

37°08'N-92°05'W

CABOOL MEMORIAL (TVB)
VOR/DME RWY 21

CAMDENTON MEM (H21) 3 SE UTC-6(-5DT) N37°58.44' W92°41.47'

KANSAS CITY

1062 B S4 FUEL 100LL, JET A NOTAM FILE COU

L-196

RWY 15-33: H4000X75 (ASPH) S-12.5 MIRL 0.3% up SE

IAP

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 41'. Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep

1400-0100Z†. For fuel after hrs call number on terminal door.

When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and in/ov arpt. CAUTION: Ultralight activity on and in/ov arpt.

Wildlife on and in/ov arpt. MIRL Rwy 15-33 dusk-0530Z†. After 0530Z† ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 24 hrs.

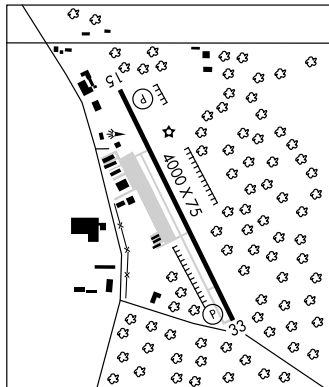
COMMUNICATIONS: CTAF/UNICOM 122.8

® MIZZU APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44'

W92°36.15' 222° 5.8 NM to fld. 910/5E.

**CAMERON MEM** (EZZ) 2 SW UTC-6(-5DT) N39°43.65' W94°16.58'

KANSAS CITY

1040 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 17-35: H4000X75 (CONC) S-30 MIRL 0.4% up N

IAP

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 22'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z†, Sat irregularly.

Automated self fuel avbl 24 hrs. MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35 opr dusk-0600Z†, after 0600Z† ACTIVATE and incr ints—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® KANSAS CITY APP/DEP CON 118.4 CLNC DEL 121.6

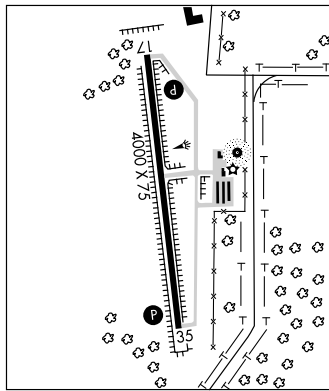
RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64'

W94°55.51' 107° 33.1 NM to fld. 1160/8E.

NDB (MHW) 394 EZZ N39°43.76' W94°16.34' at fld.

NOTAM FILE COU.



WAAS CH 50219 W15A	APP CRS 152°	Rwy Idg TDZE Apt Elev	4000 1061 1062
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RNAV (GPS) RWY 15

CAMDENTON MEMORIAL (H21)

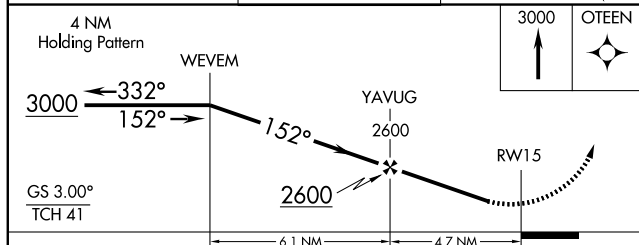
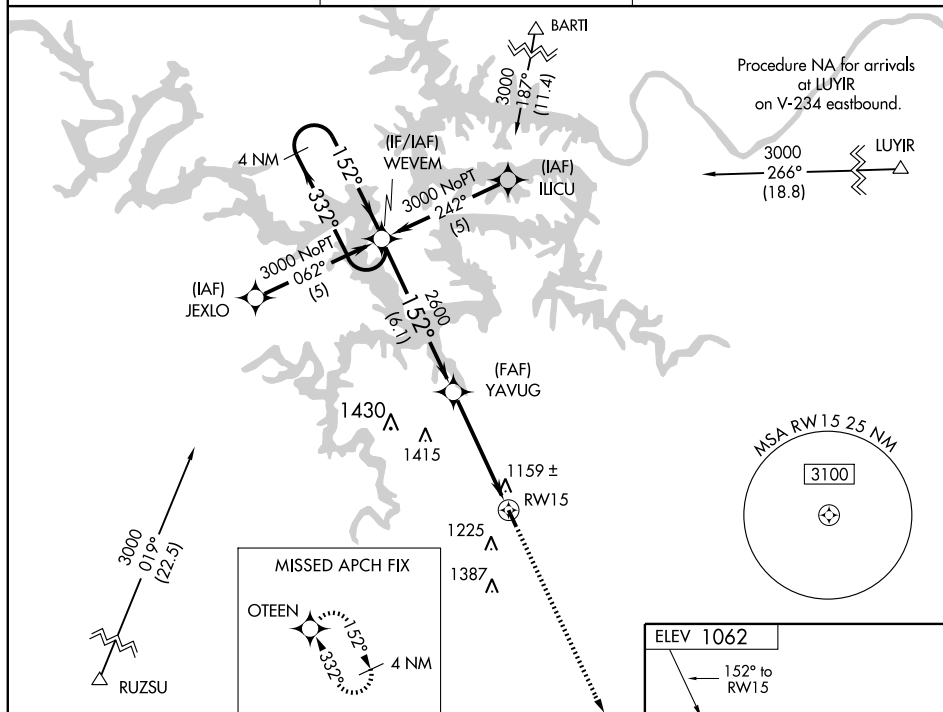
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lee C Fine Memorial altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all DA 32 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA.

MISSED APPROACH:
Climb to 3000 direct
OTEEN and hold.

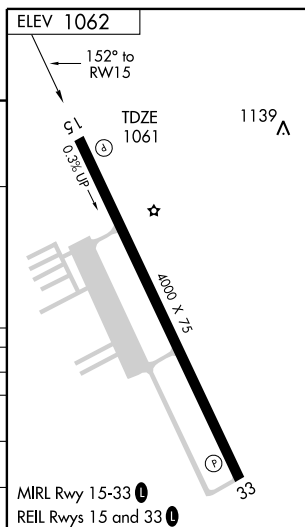
LEE C FINE MEMORIAL AWOS-3
135.325

MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1361-1	300 (300-1)	NA	NA
LNAV/VNAV DA	1508-1½	447 (500-1½)	NA	NA
LNAV MDA	1520-1	459 (500-1)	NA	NA
CIRCLING	1600-1	538 (600-1)	NA	NA



WAAS CH 97419 W33A	APP CRS 332°	Rwy Idg 4000 TDZE 1061 Apt Elev 1062
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RNAV (GPS) RWY 33

CAMDENTON MEMORIAL (H21)

A NA all DA 32 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA

MISSED APPROACH: Climb to 3000 direct WEVEM and hold.

LEE C. FINE MEMORIAL AWOS-3
135.325

MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX



1415 A

1199 ± RW33

1225 A A HUGEP
2 NM to

1387 A

A 2079

(IAF) 3000 M
JISAB 06



LANE 7

ELEV 1062

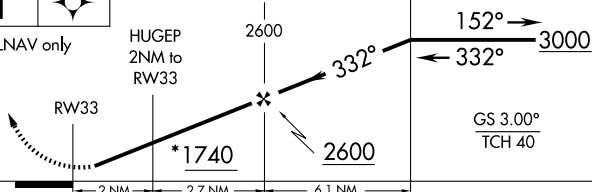
1139.

3000 ↑	WEVEM 
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* LNAV only

UNNAS

OTEN



CATEGORY	A	B	C	D
LPV DA	1361-1	300 (300-1)	NA	
RNAV/DA	1556-1 ^{3/4}	495 (500-1 ^{3/4})	NA	
RNAV MDA	1540-1	479 (500-1)	NA	
CIRCLING	1600-1	538 (600-1)	NA	

CAMDENTON, MISSOURI
Orig 23SEP10

37°58'N-92°41'W

CAMDENTON MEMORIAL (H21)
RNAV (GPS) RWY 33

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME SHY 108.4 Chan 21	APP CRS 222°	Rwy Idg TDZE Apt Elev N/A N/A 1062
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VOR-A
CAMDENTON MEMORIAL (H21)

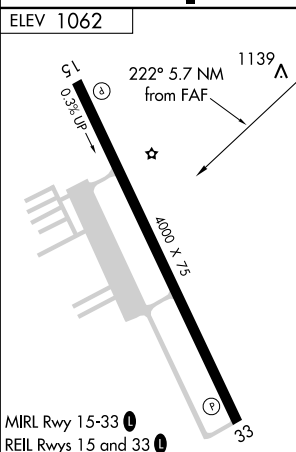
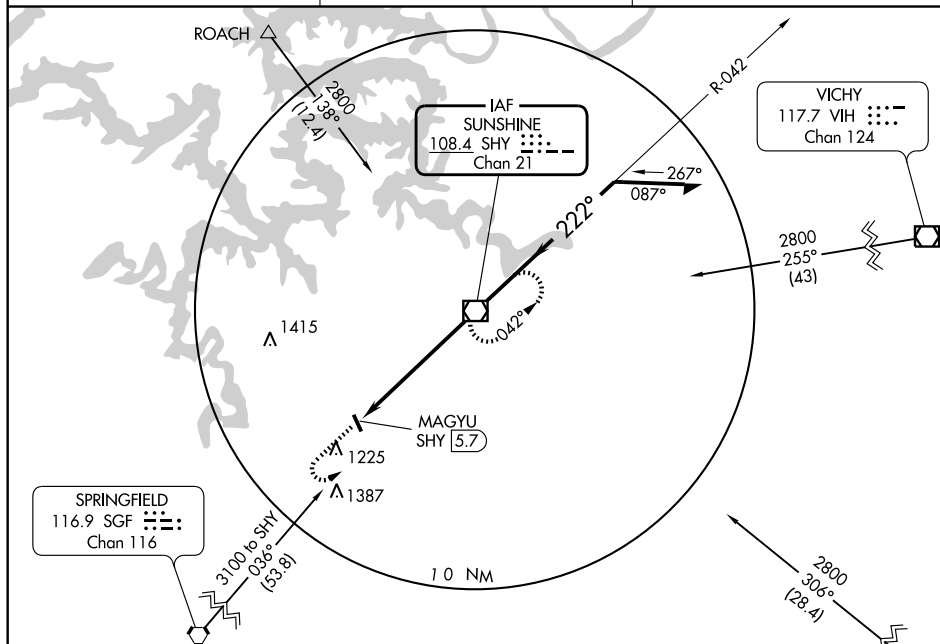
▼ Use Lee C Fine Memorial altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all MDA 40 feet.
▲ NA

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

LEE C. FINE MEMORIAL AWOS-3
135.325

MIZZU APP CON
124.1 353.7

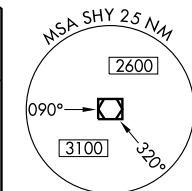
UNICOM
122.8 (CTAF) 0



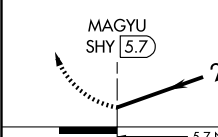
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CAMDENTON, MISSOURI

Amdt 4 23SEP10



A1730



CATEGORY	A	B	C	D
CIRCLING	1600-1	538 (600-1)	NA	NA

CAMDENTON MEMORIAL (H21)

VOR-A

37°58'N-92°41'W

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

CAMDENTON MEM (H21) 3 SE UTC-6(-5DT) N37°58.44' W92°41.47'

KANSAS CITY

1062 B S4 FUEL 100LL, JET A NOTAM FILE COU

L-196

RWY 15-33: H4000X75 (ASPH) S-12.5 MIRL 0.3% up SE

IAP

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 41'. Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep

1400-0100Z†. For fuel after hrs call number on terminal door.

When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and in/ov arpt. CAUTION: Ultralight activity on and in/ov arpt.

Wildlife on and in/ov arpt. MIRL Rwy 15-33 dusk-0530Z†. After 0530Z† ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 24 hrs.

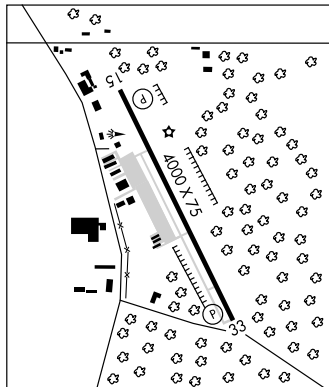
COMMUNICATIONS: CTAF/UNICOM 122.8

® MIZZU APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44'

W92°36.15' 222° 5.8 NM to fld. 910/5E.

**CAMERON MEM** (EZZ) 2 SW UTC-6(-5DT) N39°43.65' W94°16.58'

KANSAS CITY

1040 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 17-35: H4000X75 (CONC) S-30 MIRL 0.4% up N

IAP

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 21'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 22'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z†, Sat irregularly.

Automated self fuel avbl 24 hrs. MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35 opr dusk-0600Z†, after 0600Z† ACTIVATE and incr ints—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® KANSAS CITY APP/DEP CON 118.4 CLNC DEL 121.6

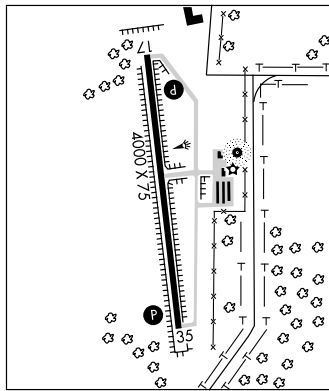
RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64'

W94°55.51' 107° 33.1 NM to fld. 1160/8E.

NDB (MHW) 394 EZZ N39°43.76' W94°16.34' at fld.

NOTAM FILE COU.



NDB EZZ 394	APP CRS 004°	Rwy ldg TDZE 1035 Apt Elev 1040
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NDB RWY 35

CAMERON MEMORIAL (EZZ)

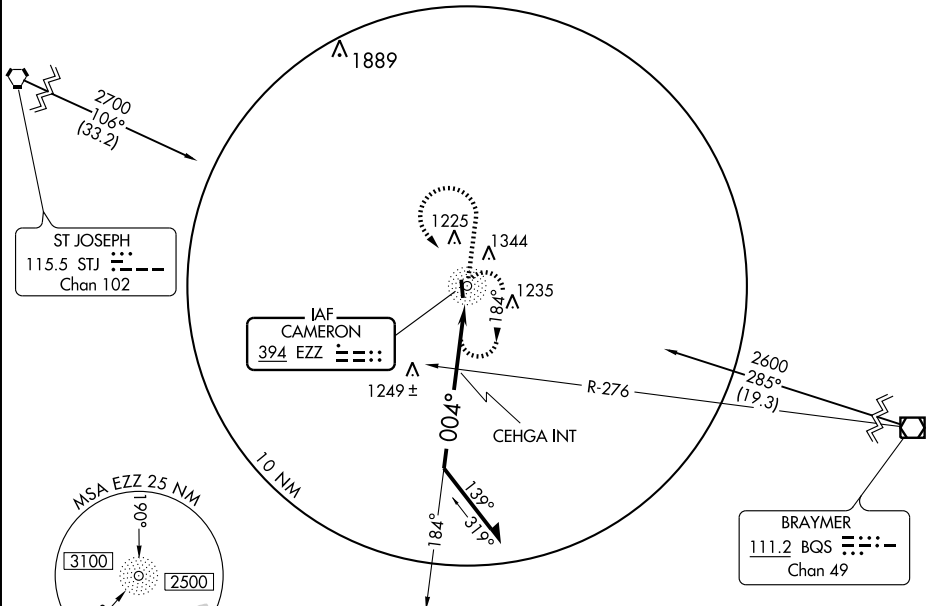
Visibility reduction by helicopters NA.
 NA Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct EZZ NDB and hold.

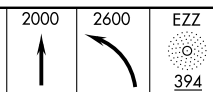
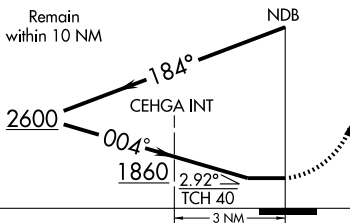
KANSAS CITY APP CON
118.4 307.35

CLNC DEL
121.6

UNICOM
122.8 (CTAF)



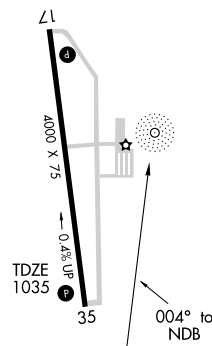
Remain within 10 NM



VGSI and descent angles not coincident

CATEGORY	A	B	C	D
S-35	1860-1 825 (900-1)	1860-1¼ 825 (900-1¼)	NA	
CIRCLING	1860-1 820 (900-1)	1860-1¼ 820 (900-1¼)	NA	
CEHGA FIX MINIMUMS				
S-35	1640-1	605 (600-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	

ELEV 1040



MIRL Rwy 17-35
 REIL Rwy 17 and 35

WAAS CH 82017 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev 4000 1040 1040
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RNAV (GPS) RWY 17

CAMERON MEMORIAL (EZZ)

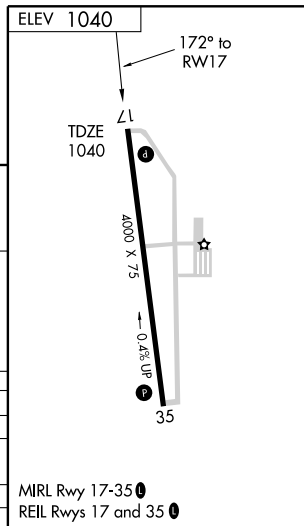
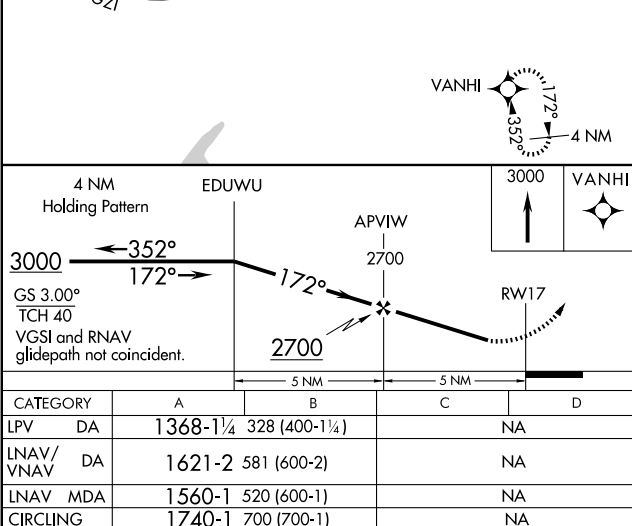
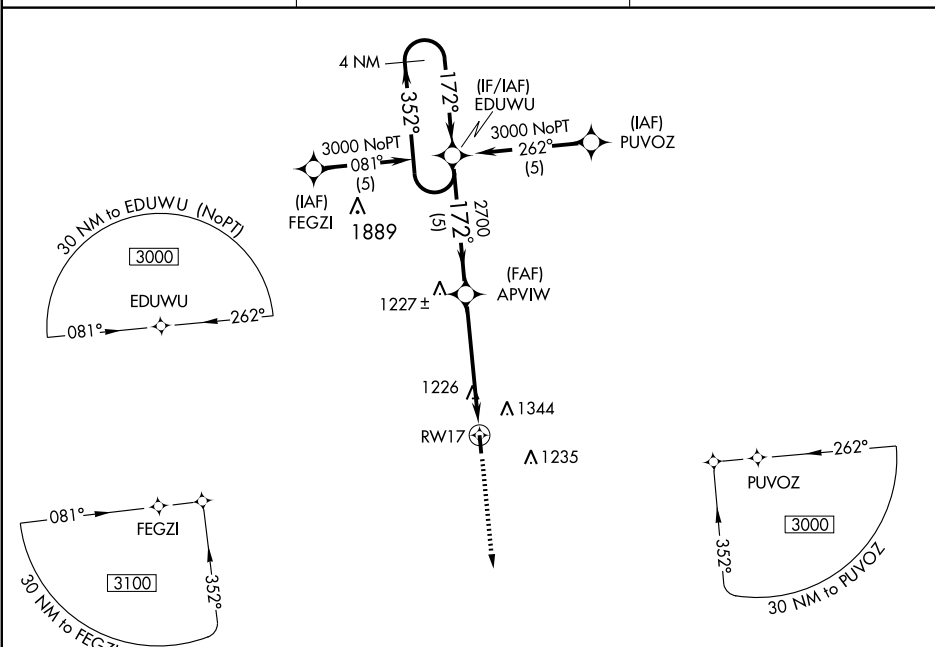
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.
 Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct VANHI and hold.

KANSAS CITY APP CON
118.4 307.35

CLNC DEL
121.6

UNICOM
122.8 (CTAF) 0



WAAS CH 77717 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev 4000 1035 1040
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RNAV (GPS) RWY 35

CAMERON MEMORIAL (EZZ)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA.
 ▲ NA Visibility reduction by helicopters NA.
 Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDUWU and hold.

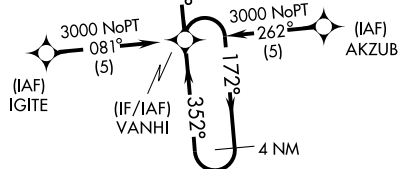
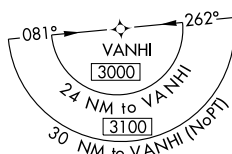
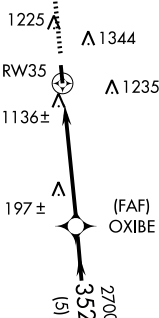
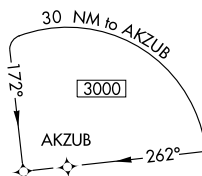
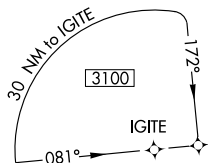
KANSAS CITY APP CON
118.4 307.35

CLNC DEL
121.6

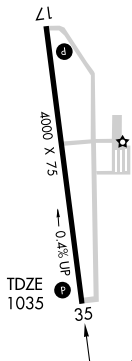
UNICOM
122.8 (CTAF) 0



▲ 1889



ELEV 1040



MIRL Rwy 17-35
REIL Rws 17 and 35

3000	EDUWU	VANHI 4 NM Holding Pattern			
		OXIBE 2700	352°	172°	3000
	RW35	2700	352°	172°	3000
		5.1 NM	5 NM		
VGSI and RNAV glidepath not coincident. GS 3.00° TCH 40					
CATEGORY		A	B	C	D
LPV	DA	1363-1¼	328 (400-1¼)		NA
LNAV/VNAV	DA	1515-1¾	480 (500-1¾)		NA
LNAV	MDA	1520-1	485 (500-1)		NA
CIRCLING		1740-1	700 (700-1)		NA

CAMERON, MISSOURI
Amdt 1 08APR10

39°44'N - 94°17'W

CAMERON MEMORIAL (EZZ)
RNAV (GPS) RWY 35

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-943 (FAA)

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI

ASOS
120.55
CAPE GIRARDEAU TOWER★
125.525
GND CON
121.6

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

- 37°14'N

- 37°13'N

RWY 02-20
S-45, D-60, 2D-100
RWY 10-28
S-93, D-125, 2S-159, 2D-215

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°35'W

89°34'W

AIRPORT DIAGRAM

CAPE GIRARDEAU, MISSOURI
CAPE GIRARDEAU RGNL (CGI)

CAMPBELL MUNI (34M) 3 E UTC-6(-5DT) N36°29.16' W90°00.94'

ST. LOUIS

284 NOTAM FILE STL

L-16H

RWY 18-36: H3000X50 (ASPH) LIRL (NSTD)

RWY 18: Road.

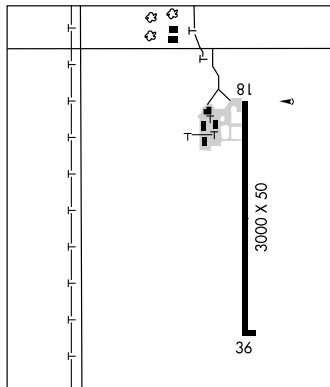
AIRPORT REMARKS: Attended 1400-2300Z±. Crop dusting acft on and invof apt. Rwy 18-36 NSTD LIRL, Rwy 18 thld lgts incorrectly spaced. All apron and twy pavement in poor condition with numerous cracks, loose aggregate, fod.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 228° 6.5 NM to fld. 280/3E.



CAPE GIRARDEAU RGNL (CGI) 5 SW UTC-6(-5DT) N37°13.52' W89°34.25'

ST LOUIS

342 B S4 FUEL 100LL, JET A OX 3 Class III, ARFF Index A NOTAM FILE CGI

H-5D, L-16H

RWY 10-28: H6499X150 (CONC-GRVD) S-93, D-125, 2S-159, 2D-215 HIRL

IAP, AD

RWY 10: MALSR.

RWY 28: ODALS. VASI(V4L)—GA 3.0° TCH 38'. Tree.

RWY 02-20: H3996X100 (ASPH-CONC) S-45, D-60, 2D-100 MIRL

RWY 02: VASI(V4L)—GA 4.0° TCH 52'. Tree.

RWY 20: VASI(V4L)—GA 3.0° TCH 45'.

AIRPORT REMARKS: Attended Mon-Sat 1100-0400Z±, Sun 1200-0400Z±. For svc after hrs call 573-335-6631 Mon-Sat, 573-335-6632 Sun. Northern 100' Twy C not visible fm twr. As a Class III arpt, CLOSED to air carrier ops with more than 30 passenger seats. Ctc arpt manager 573-334-6230 for information. ACTIVATE MALSR Rwy 10 and ODALS Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 120.55 (573) 335-3811.

COMMUNICATIONS: CTAF 125.525 UNICOM 122.95

RCO 122.1R 112.9T (ST LOUIS RADIO)

RCO 122.4 (ST LOUIS RADIO)

MEMPHIS CENTER APP/DEP CON 133.65

TOWER 125.525 (1300-2300Z±) GND CON 121.6

AIRSPACE: CLASS D svc 1300-2300Z± other times CLASS E.

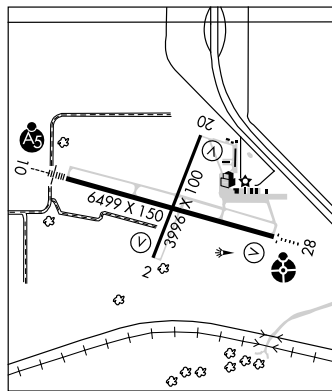
RADIO AIDS TO NAVIGATION: NOTAM FILE CGI.

(L) VOR/DME 112.9 CGI Chan 76 N37°13.65' W89°34.34' at fld. 340/1E.

DUTCH NDB (LOM) 248 CG N37°15.21' W89°42.04' 103° 6.5 NM to fld.

ILS/DME 109.5 I-CGI Chan 32 Rwy 10 LOM DUTCH NDB. ILS unmonitored when twr clsd. LOC back course unusable byd 20° left of course.

COMM/NAV/WEATHER REMARKS: Cape Girardeau RCO frequency 121.5 unmonitored 0000-1200Z±.



CAPT BEN SMITH AIRFIELD—MONROE CITY (See MONROE CITY)

CARDINAL N38°45.16' W90°21.65' NOTAM FILE STL

ST. LOUIS

(H)VOR/DME 116.45 CSX Chan 111(Y) at Lambert-St Louis Intl. 530/OE.

H-5D, L-27B, A

VOR/DME unusable 164°-234° byd 15 NM blo 3,000', 164°-234° byd 24NM blo 4,500'.

DME portion unusable:

027°-033° byd 30 NM blo 4,500'

041°-138° byd 25 NM blo 4,500'

164°-234° byd 15 NM blo 4,500'

300°-016° byd 33 NM blo 4,500'.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CGI 109.5 Chan 32	APP CRS 105°	Rwy Idg TDZE 338 Apt Elev 342
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ILS or LOC RWY 10

CAPE GIRARDEAU RGNL (CGI)

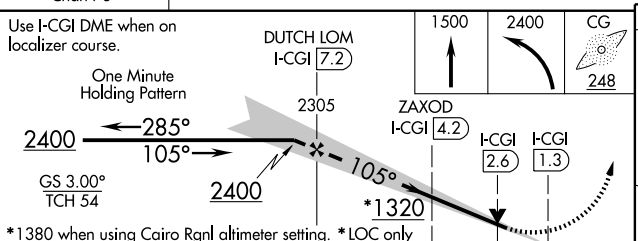
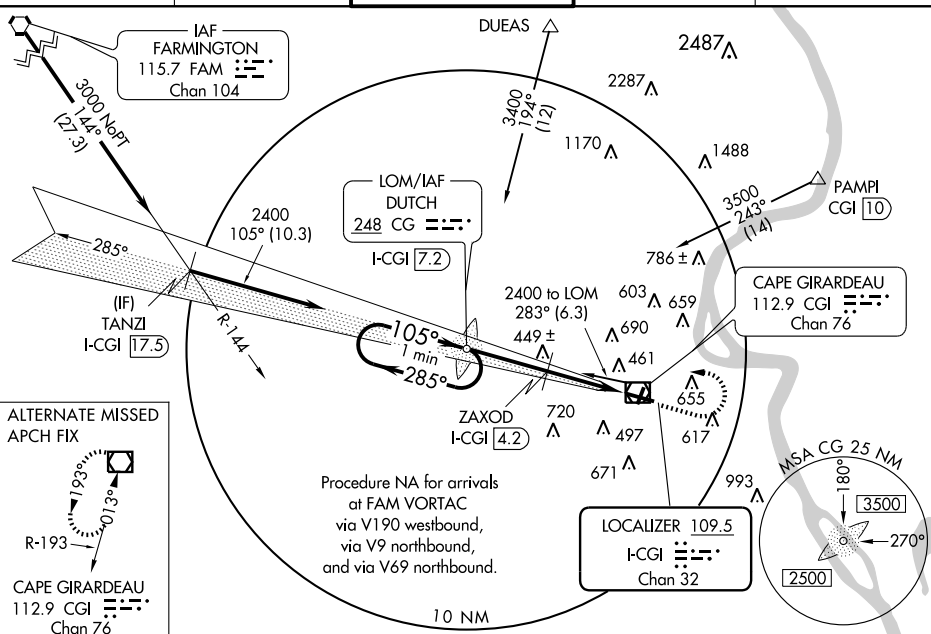
T When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.

MALSR

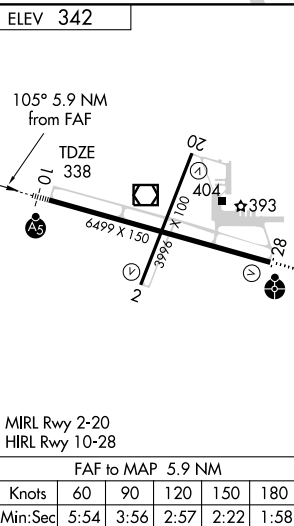


MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 10	538-½ 200 (200-½)			
S-LOC 10	1320-¾ 982 (1000-¾)	1320-1 982 (1000-1)	1320-2½ 982 (1000-2½)	
CIRCLING	1320-1¼ 978 (1000-1¼)	1320-1½ 978 (1000-1½)	1320-3 978 (1000-3)	
ZAXOD FIX MINIMUMS				
S-LOC 10	860-½ 522 (600-½)	860-1 522 (600-1)	860-1¼ 522 (600-1¼)	
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	960-1¼ 618 (700-1¼)	1000-2 658 (700-2)



LOC I-CGI 109.5 Chan 32	APP CRS 285°	Rwy Idg TDZE Apt Elev	6499 341 342
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LOC/DME BC RWY 28

CAPE GIRARDEAU RGNL (CGI)

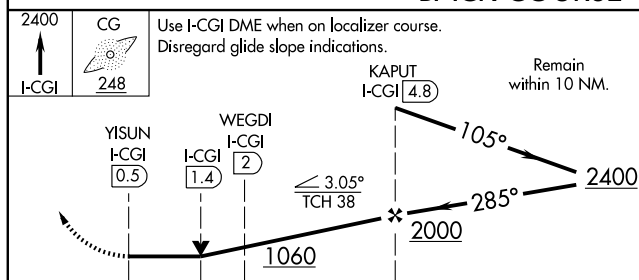
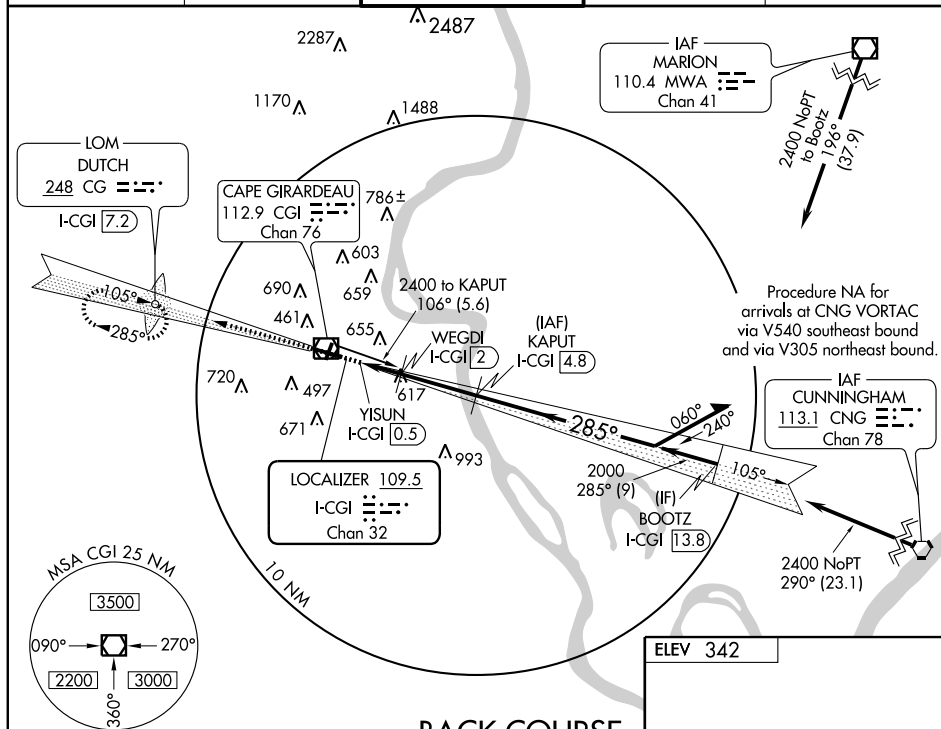
⚠ Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.

ODALS

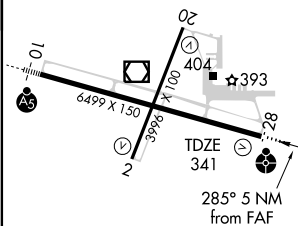


MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER * 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 342



CATEGORY	A	B	C	D
S-28	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

WAAS CH 61399 W10A	APP CRS 105°	Rwy Idg 6499 TDZE 338 Apt Elev 342
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RNAV (GPS) RWY 10

CAPE GIRARDEAU RGNL (CGI)

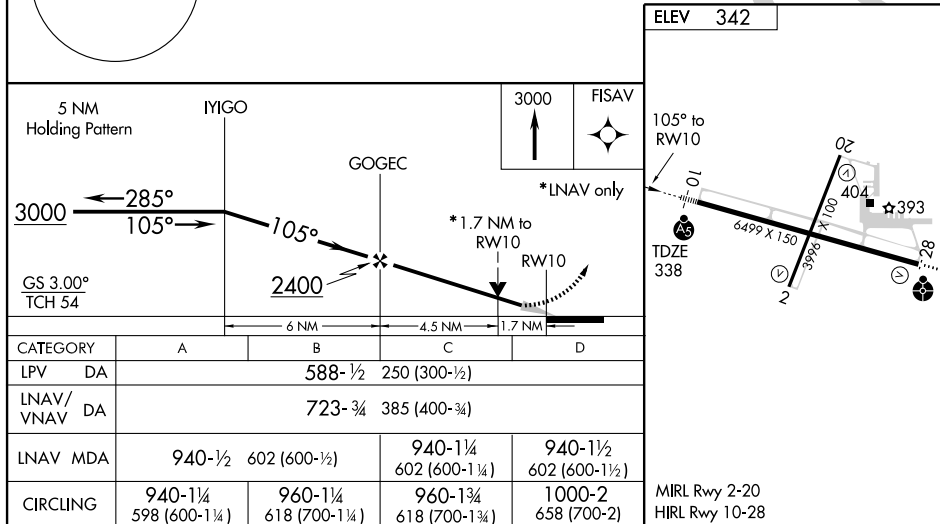
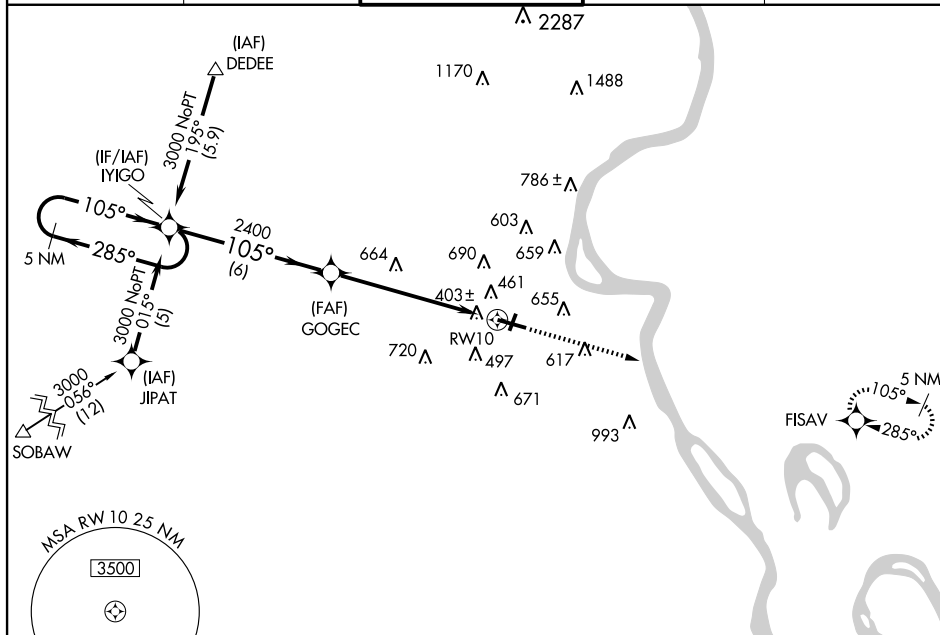
- ▼** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
▲ If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
 Baro-VNAV and VDP NA with Carbondale altimeter setting.
 For inoperative MALS increase LPV all Cats. visibility to $\frac{3}{4}$.

MALS



MISSED APPROACH: Climb to
3000 direct FISAV and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER* 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CAPE GIRARDEAU, MISSOURI

Orig 09183

37°14'N - 89°34'W

CAPE GIRARDEAU RGNL (CGI)

RNAV (GPS) RWY 10

RNAV (GPS) RWY 28

CAPE GIRARDEAU RGNL (CGI)

WAAS CH 90199 W28A	APP CRS 285°	Rwy Ldg TDZE 6499 Apt Elev 341
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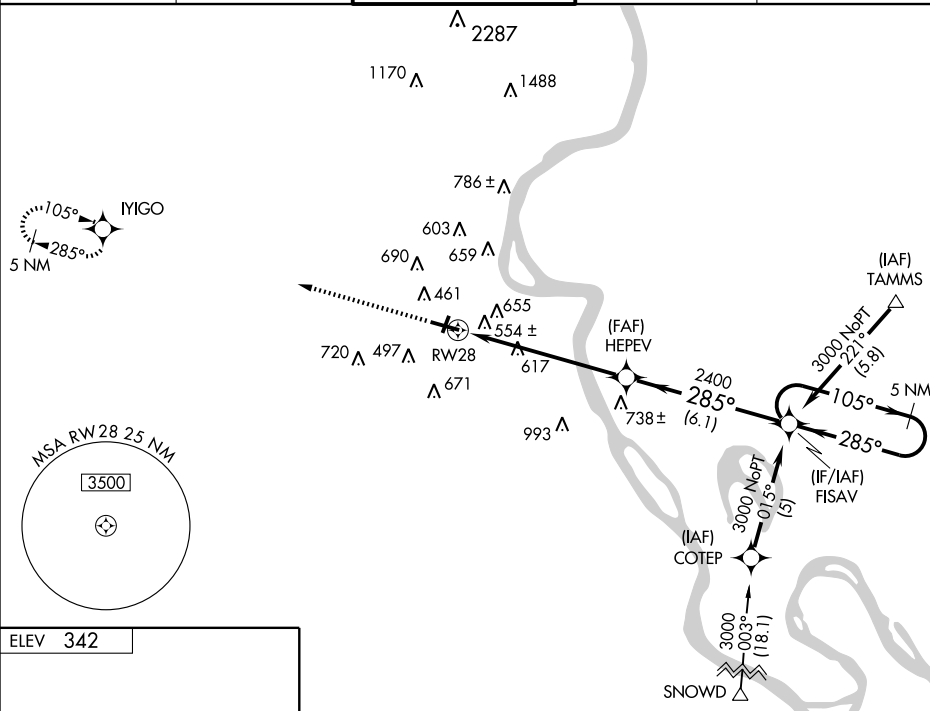
▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F).
▲ If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
 Baro-VNAV and VDP NA with Carbondale altimeter setting.
 Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

ODALS

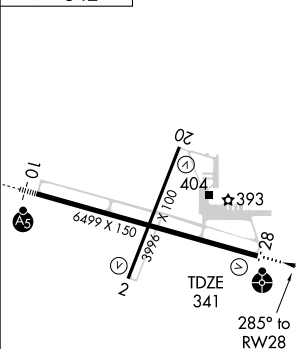


MISSED APPROACH: Climb to 3000
direct IYIGO and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 342



MIRL Rwy 2-20
HIRL Rwy 10-28

3000 IYIGO		5 NM Holding Pattern			
* LNAV only		HEPEV			
RW28		FISAV			
1.6 NM		285°			
4.6 NM		2400			
6.1 NM		105°			
3000		3000			
GS 3.00°		TCH 38			
CATEGORY		A	B	C	D
LPV DA		718-1¼	377 (400-1¼)		
LNAV/VNAV DA		948-2¼	607 (700-2¼)		
LNAV MDA		880-¾ 539 (600-¾)	880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)	
CIRCLING		960-2¼ 618 (700-2¼)		1000-2¼ 658 (700-2¼)	

CAPE GIRARDEAU, MISSOURI
Orig 09183

37°14'N - 89°34'W

CAPE GIRARDEAU RGNL (CGI)
RNAV (GPS) RWY 28

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CGI 112.9 Chan 76	APP CRS 013°	Rwy Idg 3996 TDZE 342 Apt Elev 342
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VOR or GPS RWY 2

CAPE GIRARDEAU RGNL (CGI)



MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.

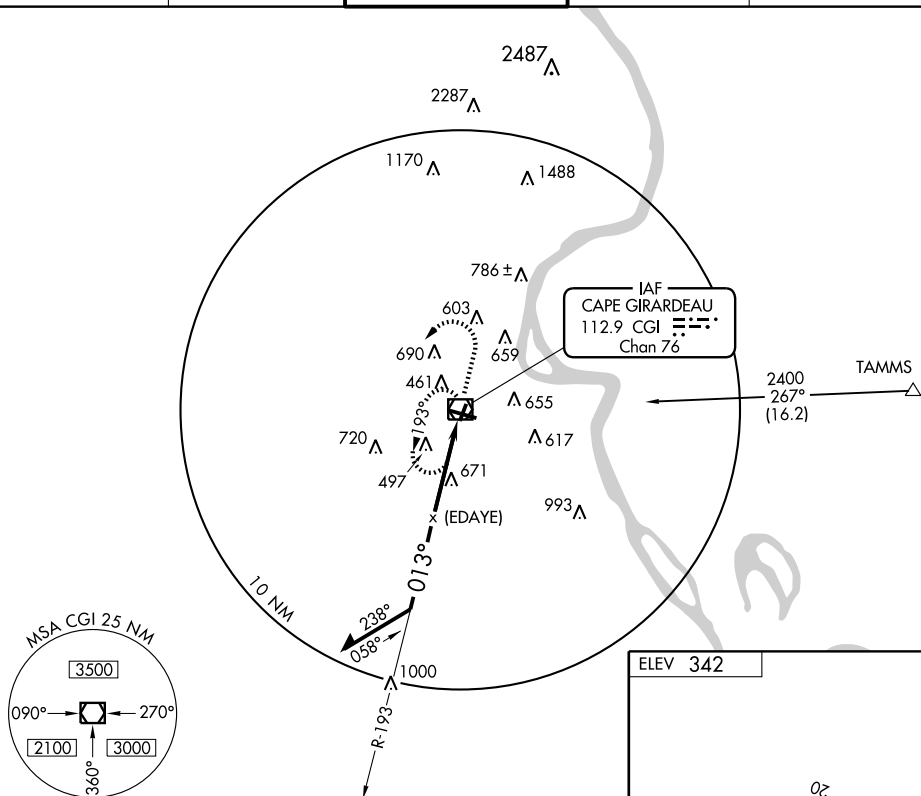
ASOS
120.55

MEMPHIS CENTER
133.65 292.15

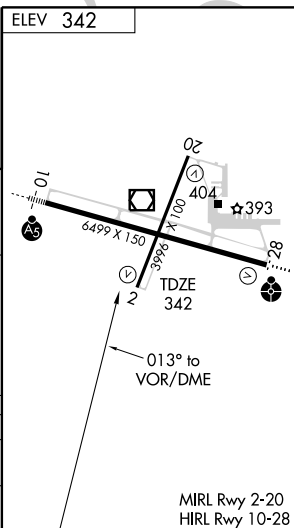
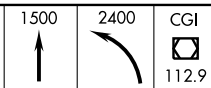
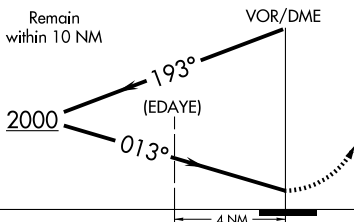
CAPE GIRARDEAU TOWER ★
125.525 (CTAF) 0

GND CON
121.6

UNICOM
122.95



Remain
within 10 NM



CATEGORY	A	B	C	D
S-2	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)
CIRCLING	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)

CAPE GIRARDEAU, MISSOURI

Amdt 10 09183

37°14'N - 89°34'W

CAPE GIRARDEAU RGNL (CGI)

VOR or GPS RWY 2

VOR/DME CGI 112.9 Chan 76	APP CRS 098°	Rwy Idg 6499 TDZE 338 Apt Elev 342
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VOR RWY 10

CAPE GIRARDEAU RGNL (CGI)



MALSR



MISSED APPROACH: Climb to 2200 then right turn
direct CGI VOR/DME and hold.

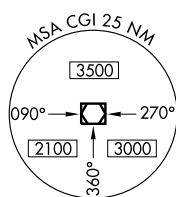
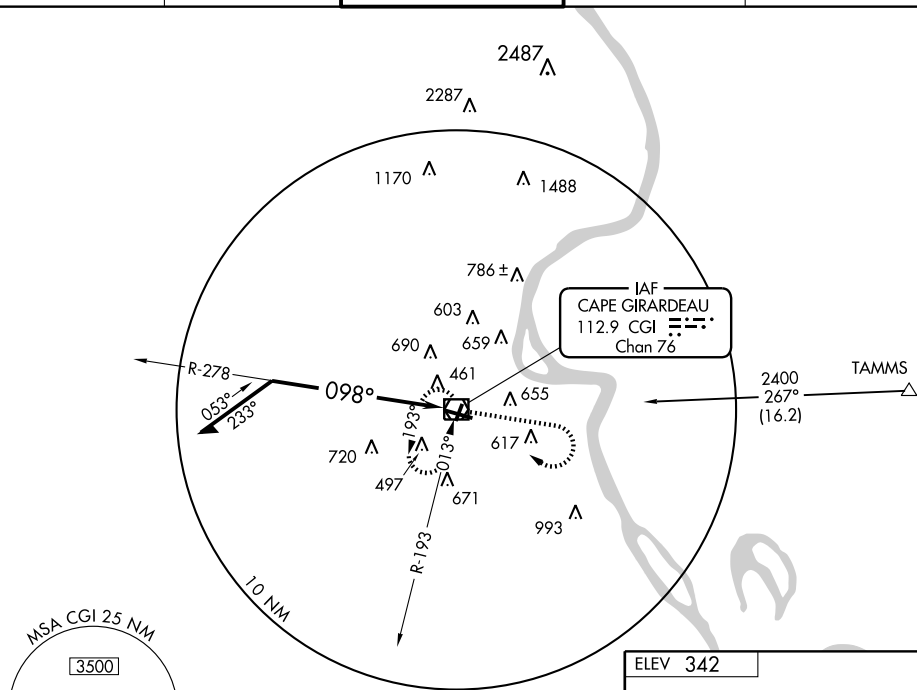
ASOS
120.55

MEMPHIS CENTER
133.65 292.15

CAPE GIRARDEAU TOWER ★
125.525 (CTAF) 0

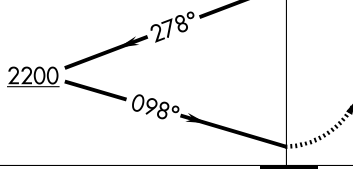
GND CON
121.6

UNICOM
122.95

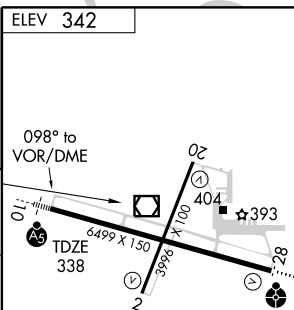


Remain
within 10 NM

VOR/DME



2200

CGI
112.9

CATEGORY	A	B	C	D
S-10	980-1/2 642 (700-1/2)		980-1 1/4 642 (700-1 1/4)	980-1 1/2 642 (700-1 1/2)
CIRCLING	980-1 638 (700-1)		980-1 3/4 638 (700-1 3/4)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

CARROLLTON MEM (K26) 3 S UTC-6(-5DT) N39°18.73' W93°30.39'

KANSAS CITY

670 B FUEL 100LL NOTAM FILE COU

RWY 18-36: H2600X50 (ASPH-AFSC) MIRL

RWY 18: Brush. RWY 36: P-line.

AIRPORT REMARKS: Unattended. Fuel self-serve fuel with credit card. Low level crops within 60' of rwy centerline.
MIRL Rwy 18-36 preset on low ints.

COMMUNICATIONS: CTAF 122.9

CARUTHERSVILLE MEM (M05) 1 SW UTC-6(-5DT) N36°10.15' W89°40.59'

ST LOUIS

268 B FUEL 100LL, JET A NOTAM FILE STL

RWY 18: H4005X75 (ASPH) MIRL

RWY 18: Trees. Rgt tfc. RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z. 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18-36—CTAF.

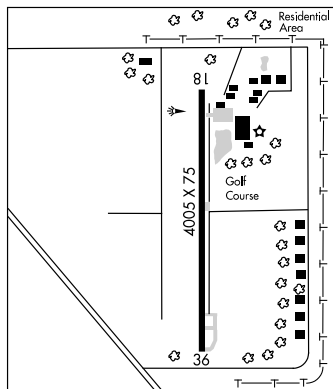
COMMUNICATIONS: CTAF 122.9

MEMPHIS CENTER APP/DEP CON 134.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 294° 19.6 NM to fld. 380/3E. HIWAS.



CASSVILLE MUNI (94K) 2 NW UTC-6(-5DT) N36°41.85' W93°54.03'

KANSAS CITY

1482 B S2 FUEL 100LL NOTAM FILE COU

RWY 09-27: H3600X60 (ASPH) S-8 MIRL 0.3% up W

RWY 09: Tree. RWY 27: P-line.

AIRPORT REMARKS: Unattended. 100LL self svc avbl with credit card only. For fuel call phone number on terminal building. ACTIVATE MIRL Rwy 09-27 —CTAF.

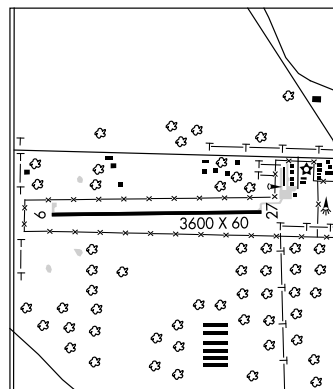
COMMUNICATIONS: CTAF 122.9

® SPRINGFIELD APP/DEP CON 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 101° 27.2 NM to fld. 1200/7E.



CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70' W89°21.41' NOTAM FILE STL.

NDB (MHW) 208 CHQ at Mississippi Co.

ST LOUIS

L-16H

WAAS CH 78109 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	4005 268 268
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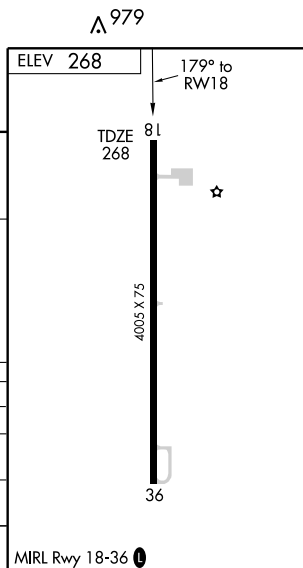
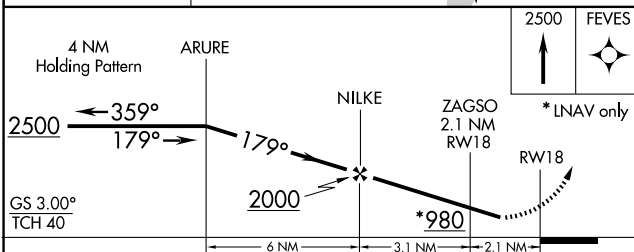
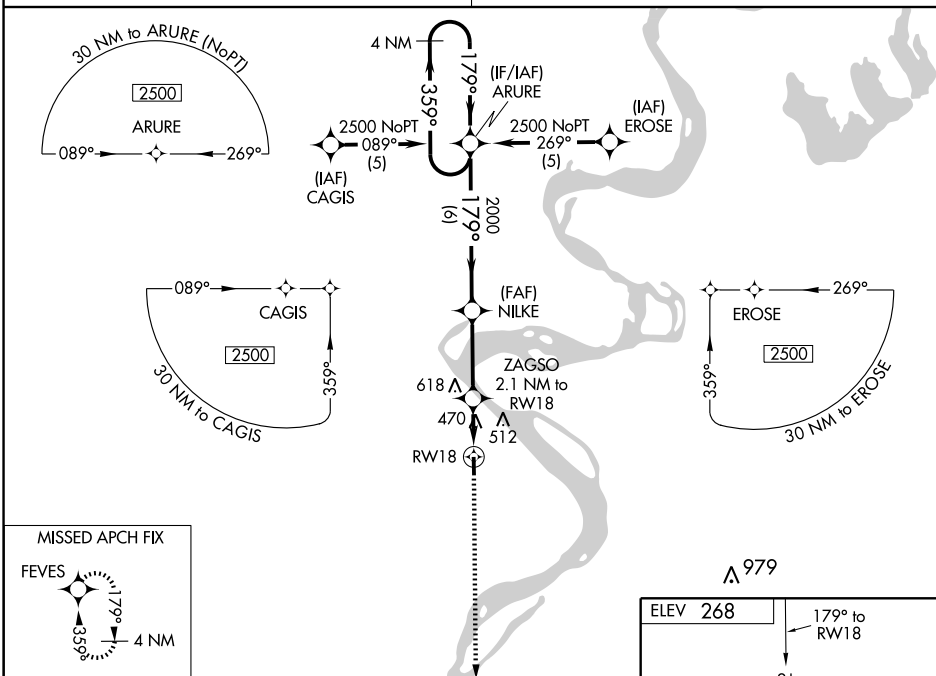
RNAV (GPS) RWY 18

CARUTHERSVILLE MEMORIAL (M05)

▼ ▲ NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 2500 direct FEVES and hold.
---	--

MEMPHIS CENTER
134.65 316.15

CTAF
122.9 0



CATEGORY	A	B	C	D
LPV DA	806-2	538 (600-2)		NA
LNAV/VNAV DA	829-2	561 (600-2)		NA
LNAV MDA	760-1	492 (500-1)	760-1¼ 492 (500-1¼)	NA
CIRCLING	820-1	552 (600-1)	860-1½ 592 (600-1½)	NA

CARUTHERSVILLE, MISSOURI

Amdt 1 08269

36°10'N-89°41'W

CARUTHERSVILLE MEMORIAL (M05)
RNAV (GPS) RWY 18

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77609 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	4005 266 268
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RNAV (GPS) RWY 36

CARUTHERSVILLE MEMORIAL (M05)

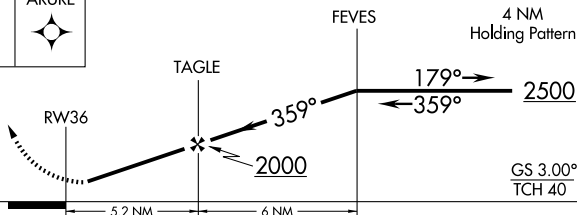
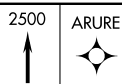
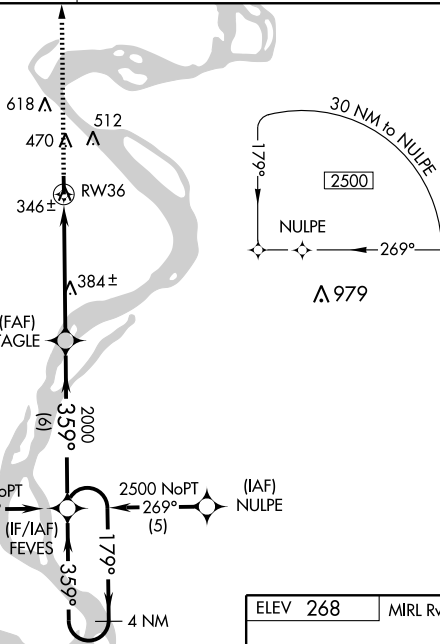
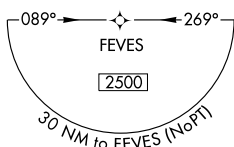
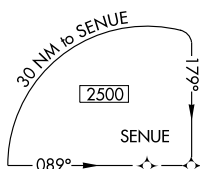
NA Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use
Dyersburg altimeter setting and increase all DA 11 feet and all
MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct
ARURE and hold.

MEMPHIS CENTER
134.65 316.15

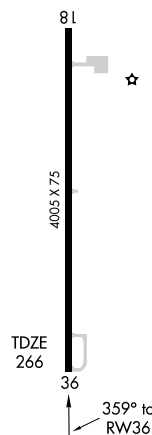
CTAF
122.9

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	631-1¼	365 (400-1¼)		NA
LNAV/VNAV DA	695-1½	429 (500-1½)		NA
LNAV MDA	680-1	414 (500-1)	680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1	552 (600-1)	860-1½ 592 (600-1½)	NA

ELEV 268 MRL Rwy 18-36



VORTAC MAW
111.2
 Chan **49**

APP CRS
150°

Rwy Idg
 TDZE **268**
 Apt Elev **268**

VOR/DME RWY 18
 CARUTHERSVILLE MEMORIAL (M05)



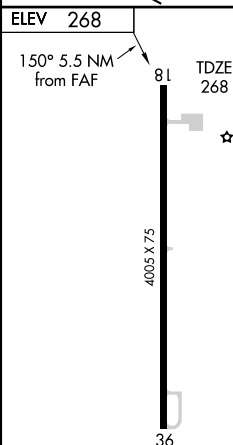
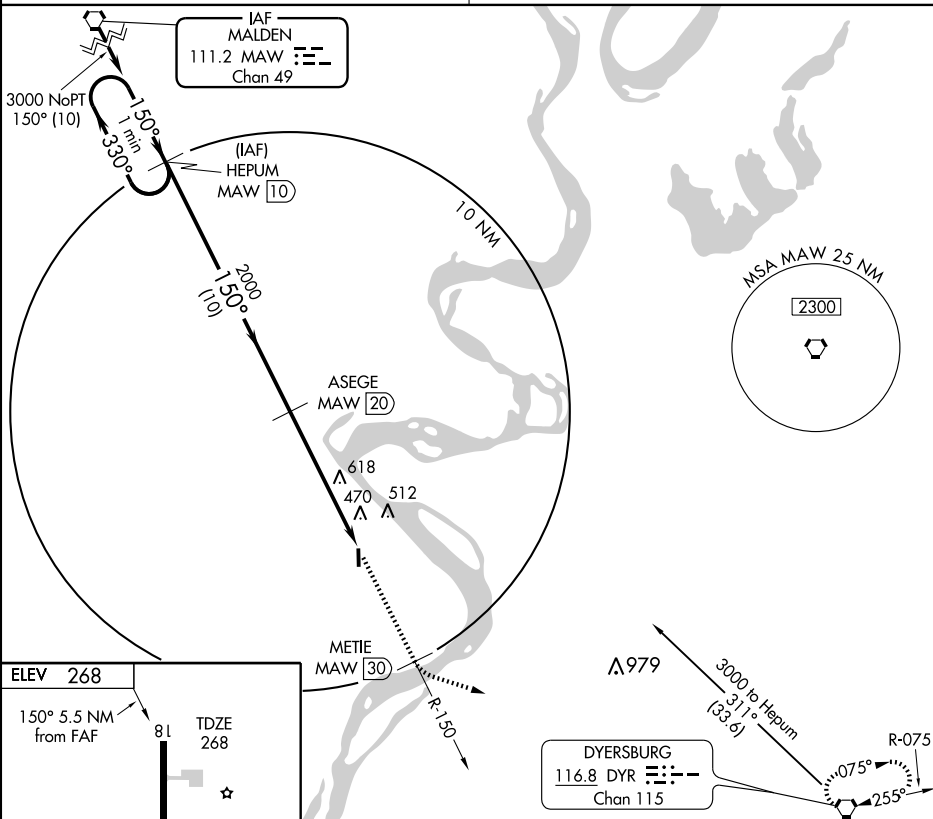
NA

Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to
 METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

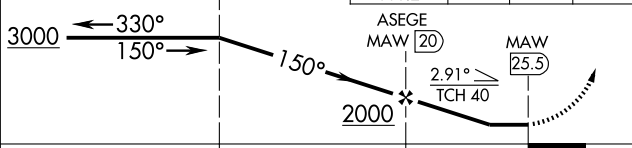
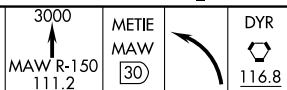
MEMPHIS CENTER
134.65 316.15

CTAF
122.9 0



One Minute
 Holding Pattern

HEPUM
 MAW **10**



CATEGORY	A	B	C	D
S-18	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA

MIRL Rwy 18-36 **0**

CARUTHERSVILLE, MISSOURI

Orig 09071

36°10'N-89°41'W

CARUTHERSVILLE MEMORIAL (M05)

VOR/DME RWY 18

CARROLLTON MEM (K26) 3 S UTC-6(-5DT) N39°18.73' W93°30.39'

KANSAS CITY

670 B FUEL 100LL NOTAM FILE COU

RWY 18-36: H2600X50 (ASPH-AFSC) MIRL

RWY 18: Brush. RWY 36: P-line.

AIRPORT REMARKS: Unattended. Fuel self-serve fuel with credit card. Low level crops within 60' of rwy centerline.
MIRL Rwy 18-36 preset on low ints.

COMMUNICATIONS: CTAF 122.9

CARUTHERSVILLE MEM (M05) 1 SW UTC-6(-5DT) N36°10.15' W89°40.59'

ST LOUIS

268 B FUEL 100LL, JET A NOTAM FILE STL

RWY 18: H4005X75 (ASPH) MIRL

RWY 18: Trees. Rgt tfc. RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z. 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18-36—CTAF.

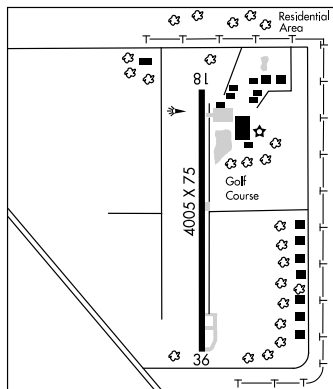
COMMUNICATIONS: CTAF 122.9

MEMPHIS CENTER APP/DEP CON 134.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11'

W89°19.06' 294° 19.6 NM to fld. 380/3E. HIWAS.



CASSVILLE MUNI (94K) 2 NW UTC-6(-5DT) N36°41.85' W93°54.03'

KANSAS CITY

1482 B S2 FUEL 100LL NOTAM FILE COU

RWY 09-27: H3600X60 (ASPH) S-8 MIRL 0.3% up W

RWY 09: Tree. RWY 27: P-line.

AIRPORT REMARKS: Unattended. 100LL self svc avbl with credit card only. For fuel call phone number on terminal building. ACTIVATE MIRL Rwy 09-27 —CTAF.

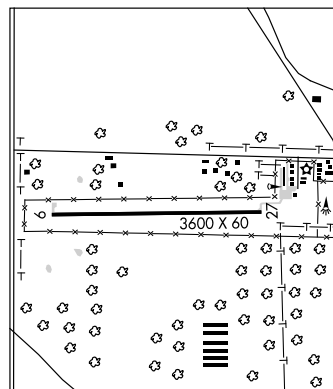
COMMUNICATIONS: CTAF 122.9

® SPRINGFIELD APP/DEP CON 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 101° 27.2 NM to fld. 1200/7E.



CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70' W89°21.41' NOTAM FILE STL.

NDB (MHW) 208 CHQ at Mississippi Co.

ST LOUIS

L-16H

VOR/DME EOS 117.3 Chan 120	APP CRS 102°	Rwy Idg TDZE Apt Elev	3600 1482 1482
--	------------------------	-----------------------------	---

VOR RWY 9

CASSVILLE MUNI (94K)

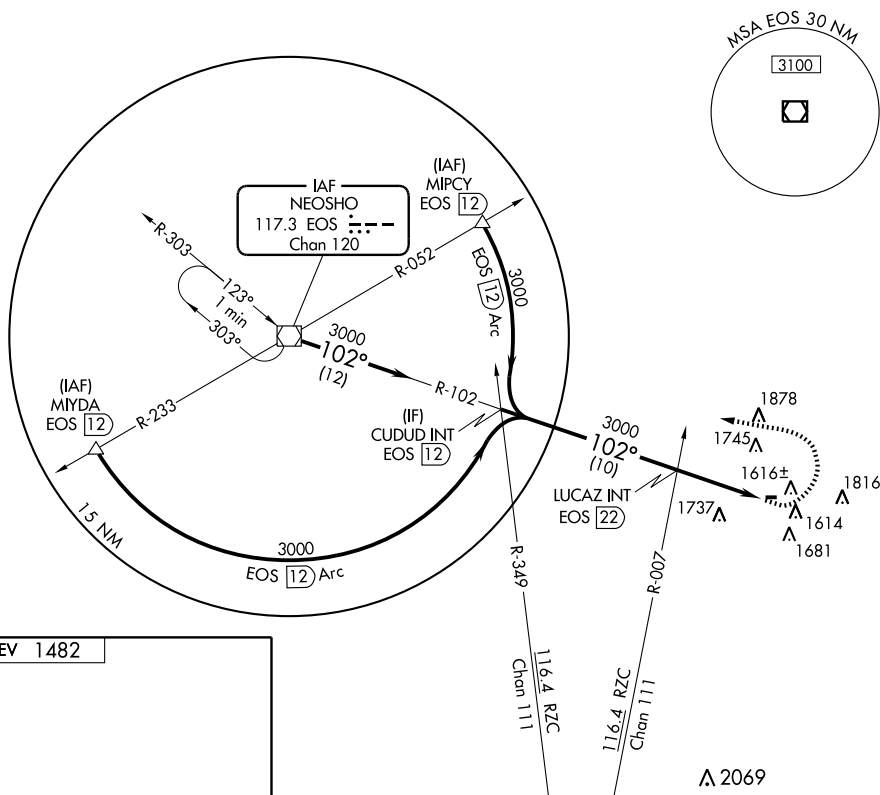
V
Δ NA

Visibility reduction by helicopters NA.
Use Monett altimeter setting; when not received, use Rogers altimeter setting.

MISSED APPROACH: Climb to 3100 then
left turn direct EOS VOR/DME and hold.

SPRINGFIELD APP CON
124.95 318.2

CTAF
122.9 0



ELEV **1482**



MIRL Rwy 9-27 **0**

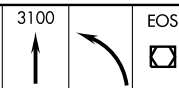
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CUDUD INT
EOS **12**

LUCAZ INT
EOS **22**

Δ 2069



3000 — 102° — 3000

Procedure Turn NA

CATEGORY	A	B	C	D
S-9	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA
CIRCLING	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA

CHARLESTON

MISSISSIPPI CO (CHQ) 4 S UTC-6(-5DT) N36°50.53' W89°21.58'

313 B NOTAM FILE STL

RWY 18-36: H3196X60 (ASP-ASFSC) S-12.5 MIRL (NSTD)

RWY 18: VASI(V2L)—GA 3.0° TCH 25'. Road.

RWY 36: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Ultralight and crop dusting acft on and invof arpt. Crops within rwy primary surface and rwy safety area at Rwy 36 end. Rwy 18-36 numerous cracks with + 1-2 ft tall weeds on all edges of rwy pavement. Rwy 18-36 NSTD MIRL, 6 thld lgts Rwy 36. Thld lights located too close to rwy ends. No yellow edge lgts last 1600' Rwy 36. Rwy 18 and Rwy 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwy 18-36 preset on med ints; to increase ints—CTAF.

COMMUNICATIONS: CTAF 122.9

MEMPHIS CENTER APP/DEP CON 133.65

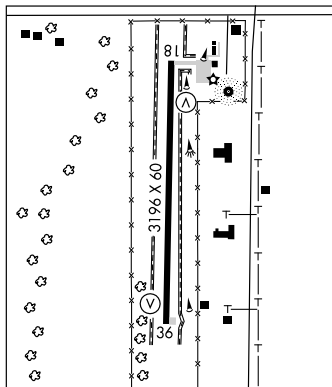
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 246° 27.1 NM to fld. 480/3E.

CHARLESTON NDB (MHW) 208 CHQ N36°50.70' W89°21.41'

at fld. NOTAM FILE STL.



ST LOUIS

L-16H

IAP

CHILLICOTHE MUNI (CHT) 3 E UTC-6(-5DT) N39°46.92' W93°29.78'

783 B FUEL 100LL NOTAM FILE COU

RWY 14-32: H3899X75 (ASPH) S-15 MIRL 0.5% up NW

RWY 14: Trees. RWY 32: PAPI(P4R)—GA 3.5° TCH 44'. Road.

RWY 02-20: 3595X110 (TURF) 0.4% up NE

RWY 02: Thld dspcd 190'. Pole.

RWY 20: Thld dspcd 390'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±, Sun 1900-2300Z±. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of Rwy 02-20, incorrect terrain grades and crops. Rwy 14-32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660-646-5270. Rwy 02-20 surface rolling and uneven. Rwy 02-20 marked with large yellow cones. Dspcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (660) 646-0713.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.25 (COLUMBIA RADIO)

KANSAS CITY CENTER APP/DEP CON 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10' W92°35.50'

237° 46.8 NM to fld.

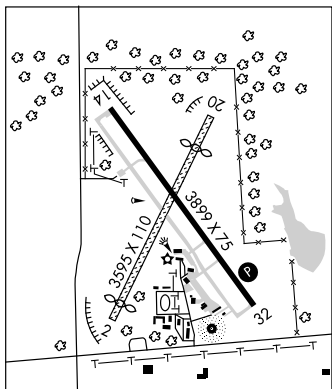
985/6E. HIWAS.

NDB (MHW) 375 CHT N39°46.63' W93°29.65' at fld. NOTAM FILE COU.

KANSAS CITY

L-27A

IAP



NDB CHQ 208	APP CRS 009°	Rwy Idg TDZE Apt Elev	3196 313 313
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NDB or GPS RWY 36

CHARLESTON/MISSISSIPPI COUNTY (CHQ)

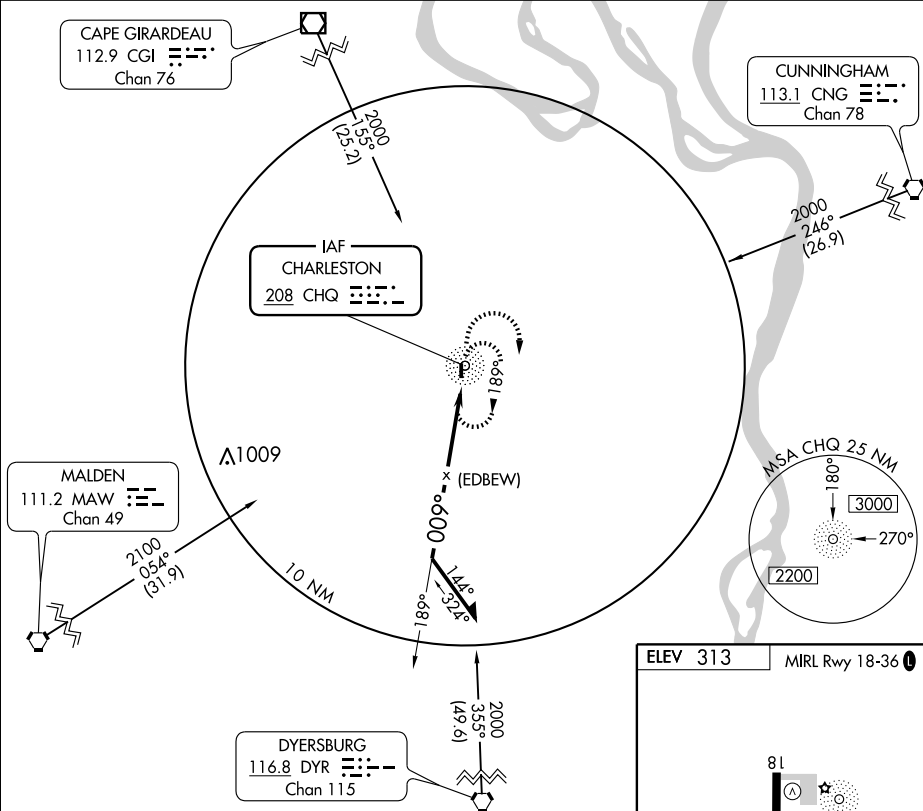


Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

MEMPHIS CENTER
133.65 292.15

CTAF
122.9



Remain within 10 NM

1800

189°

(EDBEW)

009°

1800

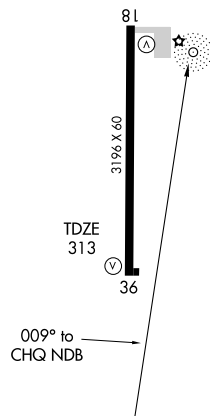
CHQ

208

CATEGORY	A	B	C	D
S-36	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA

ELEV 313

MIRL Rwy 18-36



CHARLESTON

MISSISSIPPI CO (CHQ) 4 S UTC-6(-5DT) N36°50.53' W89°21.58'

313 B NOTAM FILE STL

RWY 18-36: H3196X60 (ASP-ASFSC) S-12.5 MIRL (NSTD)

RWY 18: VASI(V2L)—GA 3.0° TCH 25'. Road.

RWY 36: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Ultralight and crop dusting acft on and invof arpt. Crops within rwy primary surface and rwy safety area at Rwy 36 end. Rwy 18-36 numerous cracks with + 1-2 ft tall weeds on all edges of rwy pavement. Rwy 18-36 NSTD MIRL, 6 thld lghts Rwy 36. Thld lghts located too close to rwy ends. No yellow edge lghts last 1600' Rwy 36. Rwy 18 and Rwy 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwy 18-36 preset on med ints; to increase ints—CTAF.

COMMUNICATIONS: CTAF 122.9

MEMPHIS CENTER APP/DEP CON 133.65

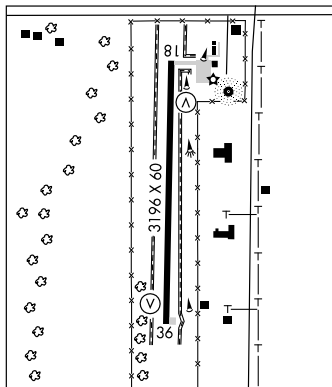
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 246° 27.1 NM to fld. 480/3E.

CHARLESTON NDB (MHW) 208 CHQ N36°50.70' W89°21.41'

at fld. NOTAM FILE STL.



ST LOUIS

L-16H

IAP

CHILLICOTHE MUNI (CHT) 3 E UTC-6(-5DT) N39°46.92' W93°29.78'

783 B FUEL 100LL NOTAM FILE COU

RWY 14-32: H3899X75 (ASPH) S-15 MIRL 0.5% up NW

RWY 14: Trees. RWY 32: PAPI(P4R)—GA 3.5° TCH 44'. Road.

RWY 02-20: 3595X110 (TURF) 0.4% up NE

RWY 02: Thld dspcd 190'. Pole.

RWY 20: Thld dspcd 390'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±, Sun 1900-2300Z±. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of Rwy 02-20, incorrect terrain grades and crops. Rwy 14-32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660-646-5270. Rwy 02-20 surface rolling and uneven. Rwy 02-20 marked with large yellow cones. Dspcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (660) 646-0713.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.25 (COLUMBIA RADIO)

KANSAS CITY CENTER APP/DEP CON 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10' W92°35.50' 237° 46.8 NM to fld.

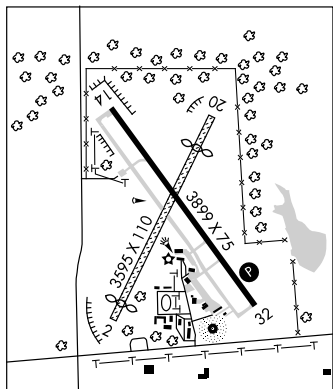
985/6E. HIWAS.

NDB (MHW) 375 CHT N39°46.63' W93°29.65' at fld. NOTAM FILE COU.

KANSAS CITY

L-27A

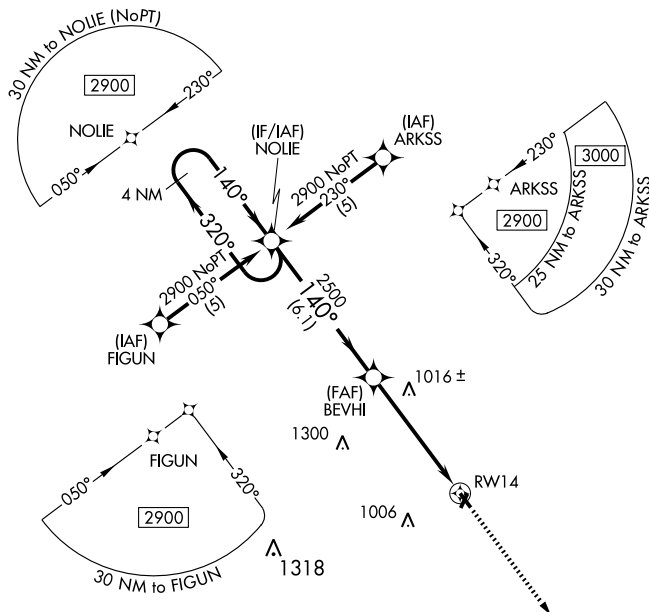
IAP



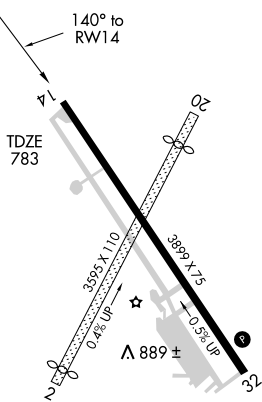
APP CRS
140°Rwy Idg **3899**
TDZE **783**
Apt Elev **783****RNAV (GPS) RWY 14**
CHILLICOTHE MUNI (CHT)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.

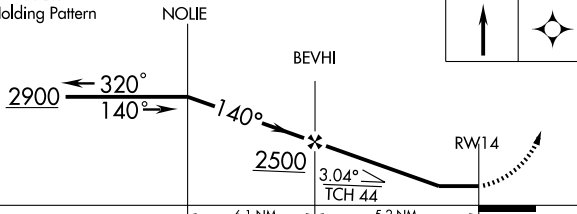
MISSED APPROACH: Climb to
2900 direct TUDEE and hold.

AWOS-3
118.175KANSAS CITY CENTER
125.25 381.5UNICOM
122.8 (CTAF) 0

ELEV 783



MIRL Rwy 14-32

4 NM
Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	1280-1	497 (500-1)		NA
CIRCLING	1280-1	497 (500-1)		NA

WAAS CH 70413 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3899 782 783
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RNAV (GPS) RWY 32

CHILLICOTHE MUNI (CHT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility $\frac{3}{4}$ mile and LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

▲ NA

MISSED APPROACH:
Climb to 2900 direct NOLIE and hold.

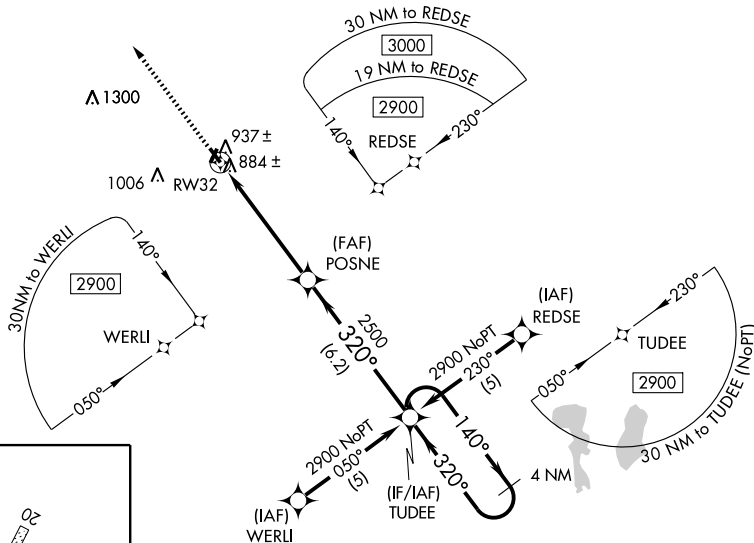
AWOS-3
118.175

KANSAS CITY CENTER
125.25 381.5

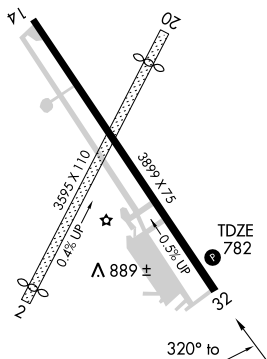
UNICOM
122.8 (CTAF) 0



1348
▲



ELEV 783



MRL Rwy 14-32

2900 ↑ NOLIE		VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern	
* LNAV only		* 1.1 NM to RW32		TUDEE	
RW32		POSNE		140° → 2900	
1.1 NM		4.1 NM		← 320° 2900	
1.1 NM		6.2 NM		GS 3.00° TCH 44	
CATEGORY	A	B	C	D	
LPV DA	1148-1 $\frac{1}{4}$	366 (400-1 $\frac{1}{4}$)	NA		
LNAV/VNAV DA	1154-1 $\frac{1}{2}$	372 (400-1 $\frac{1}{2}$)	NA		
LNAV MDA	1200-1	418 (500-1)	NA		
CIRCLING	1280-1	497 (500-1)	NA		

CLINTON MEM (GLY) 4 E UTC-6(-5DT) N38°21.40' W93°41.05'

822 B S3 FUEL 100LL, JET A NOTAM FILE COU

RWY 04-22: H4001X60 (ASPH) S-12.5, D-16 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.5° TCH 39'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.5° TCH 39'. Trees.

AIRPORT REMARKS: Attended May-Oct Wed-Mon 1400-0100Z†,

Nov-Apr Wed-Mon 1400-0000Z†. Fuel avbl 24 hrs. MIRL Rwy

04-22 dusk-0300Z†, after 0300Z† ACTIVATE MIRL Rwy

04-22—CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04

and Rwy 22—CTAF. Bcn avbl after 0600Z† by prior request—Call

660-885-8889.

WEATHER DATA SOURCES: AWOS-3 120.475 (660) 885-3851.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.4 (COLUMBIA RADIO)

Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hr from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays) other times ctc

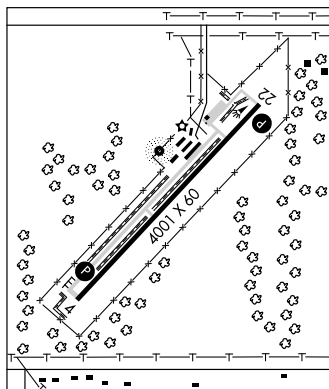
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575

Ⓡ **WHITEMAN DEP CON** 125.925 (Opr 24 hr from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays) other times ctc

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.**BUTLER (H) VORTAC** 115.9 BUM Chan 106 N38°16.33'

W94°29.29' 075° 38.3 NM to fld. 890/7E.

HIWAS.**GOLDEN VALLEY NDB (MHW)** 388 GLY N38°21.54' W93°41.08' at fld.**KANSAS CITY****L-27A****IAP****COLUMBIA RGNL** (COU) 10 SE UTC-6(-5DT) N38°49.09' W92°13.18'

889 B S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE COU

RWY 02-20: H6501X150 (CONC-GRVD) S-92, D-125, 2S-159, 2D-215 HIRL

RWY 02: MALSR.

RWY 20: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 39'.

RWY 13-31: H4401X75 (ASPH) S-24, D-24 MIRL

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 44'. Road.

RWY 31: REIL. VASI(V2L)—GA 3.15° TCH 33'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13-31	6050
RWY 13	02-20	3500

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs

PPR for unscheduled air carrier ops with more than 30 passenger

seats, call safety officer (573) 817-5061 or (573) 817-5064.

ARFF Index B is provided. ARFF Index C level equipment avbl upon

request with 48 hrs PPR call (573) 817-5061 or (573) 817-5064.

RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy

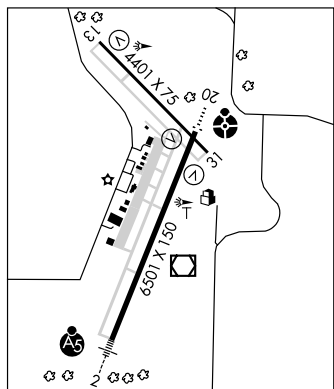
02-20 MIRL Rwy 13-31, MALSR Rwy 02 and ODALS Rwy

20—119.3.

WEATHER DATA SOURCES: ASOS (573) 499-1400. **HIWAS** 110.2 COU.**COMMUNICATIONS:** CTAF 119.3 ATIS 128.45 UNICOM 122.95

RCO 122.65 122.2 (COLUMBIA RADIO)

Ⓡ **MIZZU APP/DEP CON** 124.375

TOWER 119.3 (1300-0300Z†) **GND CON** 121.6**AIRSPACE:** CLASS D svc 1300-0300Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE COU.**HALLSVILLE (L) VORTAC** 114.2 HLV Chan 89 N39°06.81' W92°07.69' 188° 18.2 NM to fld. 920/6E.**(L) VORW/DME** 110.2 COU Chan 39 N38°48.65' W92°13.10' at fld. 883/3E. **HIWAS.****ZODIA NDB (LOM)** 407 CO N38°43.00' W92°16.10' 018° 6.5 NM to fld. Unmonitored when twr clsd.**ILS/DME** 110.7 I-COU Chan 44 Rwy 02 LOM ZODIA NDB. LOM unmonitored when twr clsd. Back course unusable byd 10 NM below 3500'.**COMM/NAV/WEATHER REMARKS:** Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.**KANSAS CITY****H-5D, L-27B****IAP, AD****COOLE** N37°10.81' W93°25.03' NOTAM FILE SGF.**NDB (LOM)** 404 SG 016° 4.2 NM to Springfield-Branson Natl. Unmonitored.**KANSAS CITY****COUNTY MEM** (See NEW MADRID)

NDB GLY 388	APP CRS 033°	Rwy ldg TDZE Apt Elev	4001 821 822
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NDB or GPS RWY 4

CLINTON MEMORIAL (GLY)

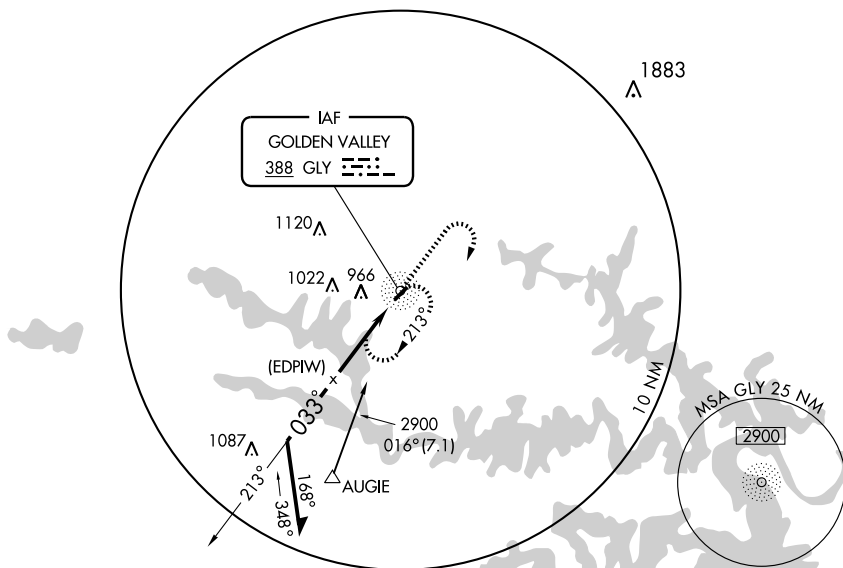
NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.

AWOS-3
120.475

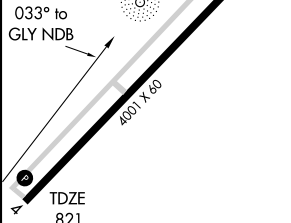
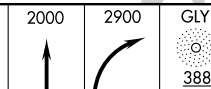
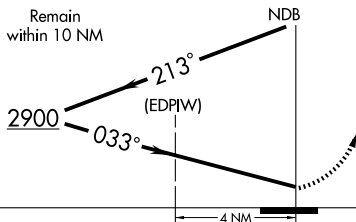
WHITEMAN APP CON★
127.45

UNICOM
122.8 (CTAF) 0



ELEV 822

Remain
within 10 NM



CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1 3/4 619 (700-1 3/4)	NA
CIRCLING	1440-1	618 (700-1)	1440-1 3/4 618 (700-1 3/4)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-4	1540-1	719 (800-1)	1540-2 719 (800-2)	NA
CIRCLING	1540-1	718 (800-1)	1540-2 718 (800-2)	NA

REIL Rwy 4 and 22 0
MIRL Rwy 4-22 0

NDB GLY	APP CRS	Rwy Idg	4001
<u>388</u>	230°	TDZE	822
		Apt Elev	822

NDB or GPS RWY 22

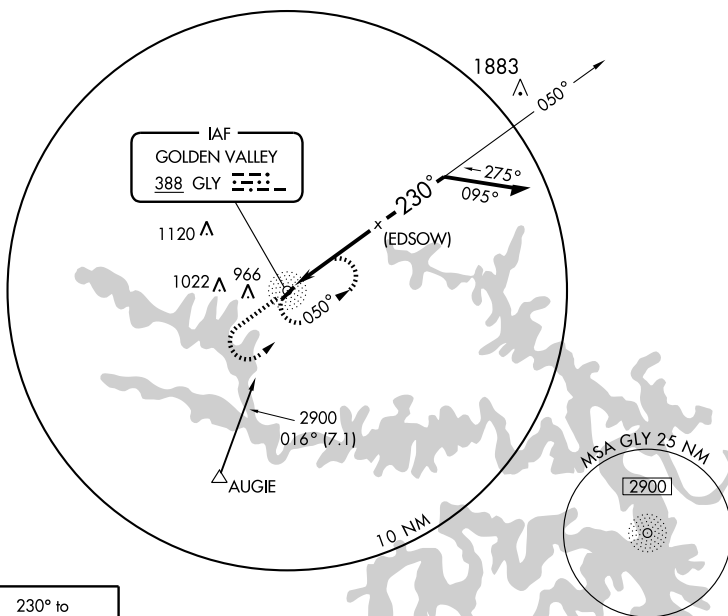
A NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

AWOS-3
120,475

WHITEMAN APP CON★
127.45

UNICOM
122.8 (CTAF) **L**



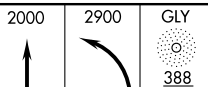
ELEV 822

230° to
GLY NDB

TDZE
822

4001

REIL Rwy 4 and 22 **L**
MIRL Rwy 4-22 **L**



NDB

Remain
within 10 NM

0.5

(EDSOW)

2900

A diagram showing a rectangular block with a width of 4 nm. The width is indicated by a horizontal double-headed arrow below the block, labeled "4 nm".

CATEGORY	A	B	C	D
S-22	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
CIRCLING	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
WHITEMAN AFB ALTITUDE SETTING MINIMUMS				
S-22	1500-1	678 (700-1)	1500-2 678 (700-2)	NA
CIRCLING	1500-1	678 (700-1)	1500-2 678 (700-2)	NA

CLINTON, MISSOURI

Amdt 7 10098

CLINTON MEMORIAL (GLY)

NDB or GPS RWY 22

38°21'N-93°41'W

NC-3, 21 OCT 2010 to 18 NOV 2010

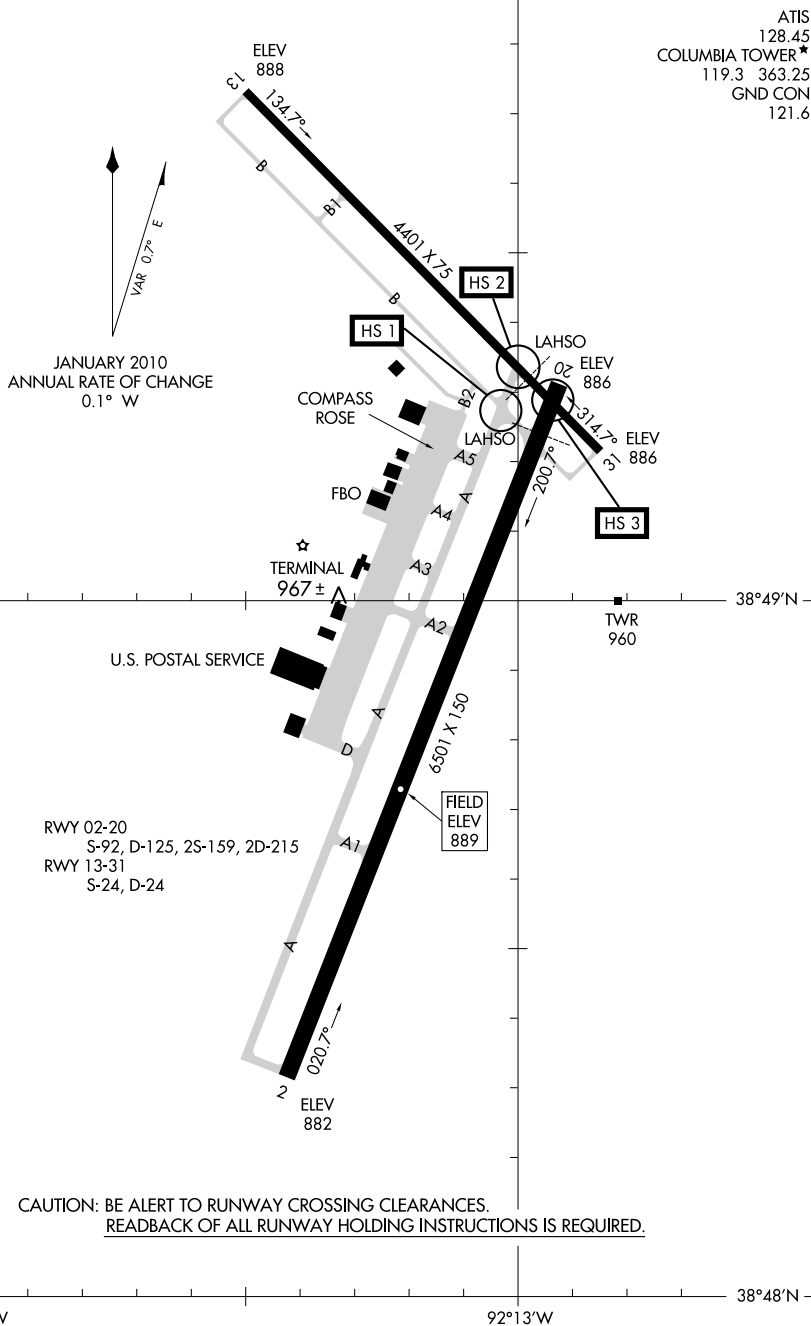
NC-3. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5595 (FAA)

COLUMBIA RGNL (COU)
COLUMBIA, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBIA, MISSOURI
COLUMBIA RGNL (COU)

CLINTON MEM (GLY) 4 E UTC-6(-5DT) N38°21.40' W93°41.05'

822 B S3 FUEL 100LL, JET A NOTAM FILE COU

RWY 04-22: H4001X60 (ASPH) S-12.5, D-16 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.5° TCH 39'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.5° TCH 39'. Trees.

AIRPORT REMARKS: Attended May-Oct Wed-Mon 1400-0100Z†,

Nov-Apr Wed-Mon 1400-0000Z†. Fuel avbl 24 hrs. MIRL Rwy

04-22 dusk-0300Z†, after 0300Z† ACTIVATE MIRL Rwy

04-22—CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04

and Rwy 22—CTAF. Bcn avbl after 0600Z† by prior request—Call

660-885-8889.

WEATHER DATA SOURCES: AWOS-3 120.475 (660) 885-3851.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (COLUMBIA RADIO)

Ⓡ WHITEMAN APP CON 127.45 (Opr 24 hr from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays) other times ctc

Ⓡ KANSAS CITY CENTER APP/DEP CON 135.575

Ⓡ WHITEMAN DEP CON 125.925 (Opr 24 hr from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays) other times ctc

Ⓡ KANSAS CITY CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33'

W94°29.29' 075° 38.3 NM to fld. 890/7E.

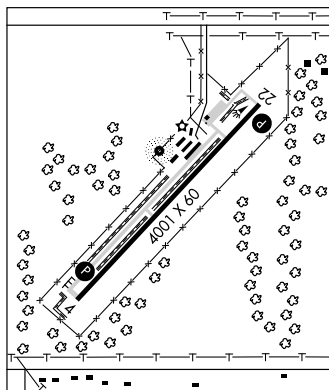
HIWAS.

GOLDEN VALLEY NDB (MHW) 388 GLY N38°21.54' W93°41.08' at fld.

KANSAS CITY

L-27A

IAP

**COLUMBIA RGNL** (COU) 10 SE UTC-6(-5DT) N38°49.09' W92°13.18'

889 B S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE COU

RWY 02-20: H6501X150 (CONC-GRVD) S-92, D-125, 2S-159, 2D-215 HIRL

RWY 02: MALSR.

RWY 20: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 39'.

RWY 13-31: H4401X75 (ASPH) S-24, D-24 MIRL

RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 44'. Road.

RWY 31: REIL. VASI(V2L)—GA 3.15° TCH 33'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13-31	6050
RWY 13	02-20	3500

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs

PPR for unscheduled air carrier ops with more than 30 passenger

seats, call safety officer (573) 817-5061 or (573) 817-5064.

ARFF Index B is provided. ARFF Index C level equipment avbl upon

request with 48 hrs PPR call (573) 817-5061 or (573) 817-5064.

RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy

02-20 MIRL Rwy 13-31, MALSR Rwy 02 and ODALS Rwy

20—119.3.

WEATHER DATA SOURCES: ASOS (573) 499-1400. HIWAS 110.2 COU.

COMMUNICATIONS: CTAF 119.3 ATIS 128.45 UNICOM 122.95

RCO 122.65 122.2 (COLUMBIA RADIO)

Ⓡ MIZZU APP/DEP CON 124.375

TOWER 119.3 (1300-0300Z†) GND CON 121.6

AIRSPACE: CLASS D svc 1300-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81' W92°07.69' 188° 18.2 NM to fld. 920/6E.

(L) VORW/DME 110.2 COU Chan 39 N38°48.65' W92°13.10' at fld. 883/3E. HIWAS.

ZODIA NDB (LOM) 407 CO N38°43.00' W92°16.10' 018° 6.5 NM to fld. Unmonitored when twr clsd.

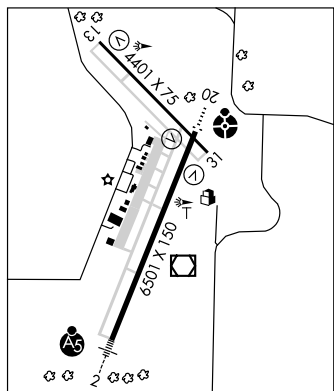
ILS/DME 110.7 I-COU Chan 44 Rwy 02 LOM ZODIA NDB. LOM unmonitored when twr clsd. Back course unusable byd 10 NM below 3500'.

COMM/NAV/WEATHER REMARKS: Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.

KANSAS CITY

H-5D, L-27B

IAP, AD

**COOLE** N37°10.81' W93°25.03' NOTAM FILE SGF.

NDB (LOM) 404 SG 016° 4.2 NM to Springfield-Branson Natl. Unmonitored.

KANSAS CITY

COUNTY MEM (See NEW MADRID)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-COU 110.7 Chan 44	APP CRS 018°	Rwy Idg TDZE 889 Apt Elev 889
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ILS or LOC/DME RWY 2

COLUMBIA RGNL (COU)

▼ For inoperative MALS, increase S-LOC 2 Cat D visibility to RVR 5000.
 ▲ When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
 * RVR 1800 authorized with the use of FD or AP or HUD to DA.
 VDP NA when using Jefferson City altimeter setting.
 For inoperative MALS when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 1 mile. DME required.



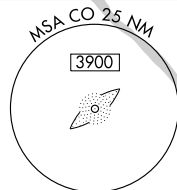
MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS
128.45

MIZZU APP CON
124.375 353.7

COLUMBIA TOWER ★
119.3 (CTAF) 363.25

GND CON
121.6



DME REQUIRED

HALLSVILLE
114.2 HLV
Chan 89

LOCALIZER
I-COU
Chan 44

COLUMBIA
110.2 COU
Chan 39

2700
200° (6.1)

LOM/IAF
ZODIA
407 CO
I-COU 7

1444

1420

198°

1 min

018°

2700

018° (6)

198°

COU

LR-206

198°

(CFISG)

10 NM

2037

(IAF)
MIZZU
HLV 36.1

3000 NoPT to CATIL
098° (7.3) and LOC (3.9)

One Minute
Holding Pattern

ZODIA LOM
I-COU 7

2700

I-COU N CRS

BOVEN
I-COU 5.5

2700

198°

018°

2684

2700

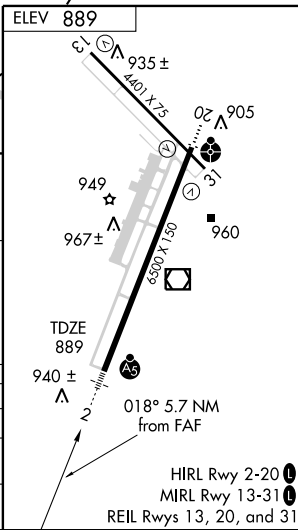
GS 2.83°
TCH 58

Use I-COU DME when on LOC course.

4.8 NM

0.9

CATEGORY	A	B	C	D
S-ILS 2		*1089/24	200 (200-½)	
S-LOC 2		1220/24	331 (400-½)	1220/40 331 (400-¾)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LOC/DME I-COU 110.7 Chan 44	APP CRS 198°	Rwy Idg TDZE Apt Elev	6500 889 889
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LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

▼ When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.

ODALS



MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS
128.45

MIZZU APP CON
124.375 353.7

COLUMBIA TOWER ★
119.3 (CTAF) 363.25

GND CON
121.6

Procedure NA for arrivals on Hallsville VORTAC airway radials 155 CW 203.

IAF
HALLSVILLE
114.2 HLV
Chan 89

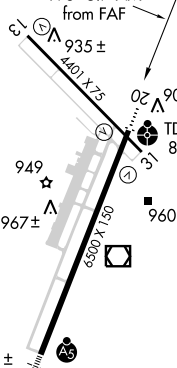
(IAF)
JAGGI
HLV **8.9**

LOCALIZER
I-COU
Chan 44

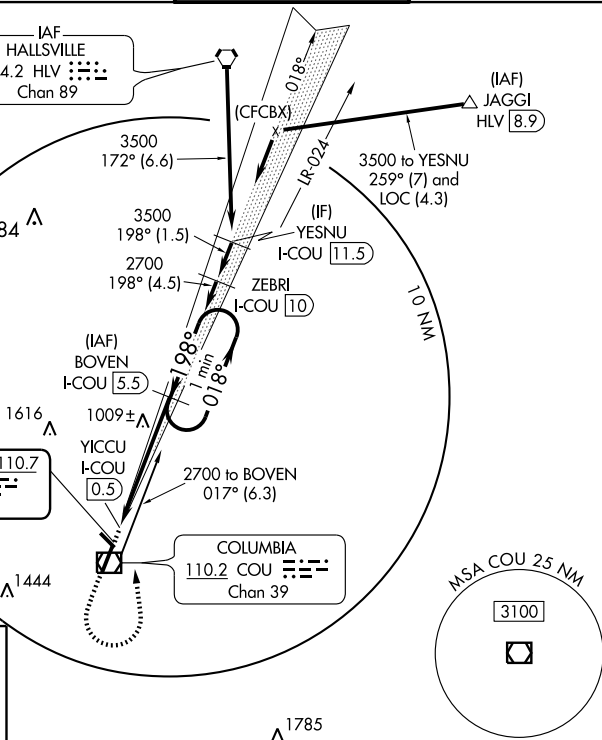
BACK COURSE

ELEV 889

198° 5.7 NM
from FAF



HIRL Rwy 2-20
MIRL Rwy 13-31
REIL Rwy 13, 20, and 31



1700	2700	I-COU N Crs	BOVEN I-COU 5.5
↑	↩ 350°		

Use I-COU DME when on LOC course.

BOVEN
I-COU **5.5**

One Minute
Holding Pattern

YICCU
I-COU **0.5**

018° → 2700
← 198°

198°
≤ 2.94°
TCH 40

Disregard glide slope indications.

CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

RNAV (GPS) RWY 13

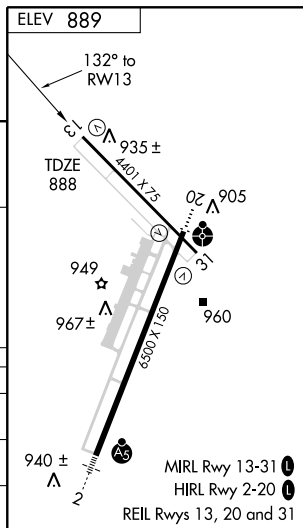
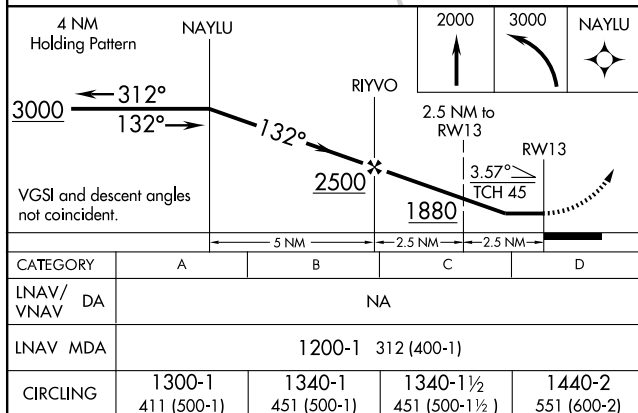
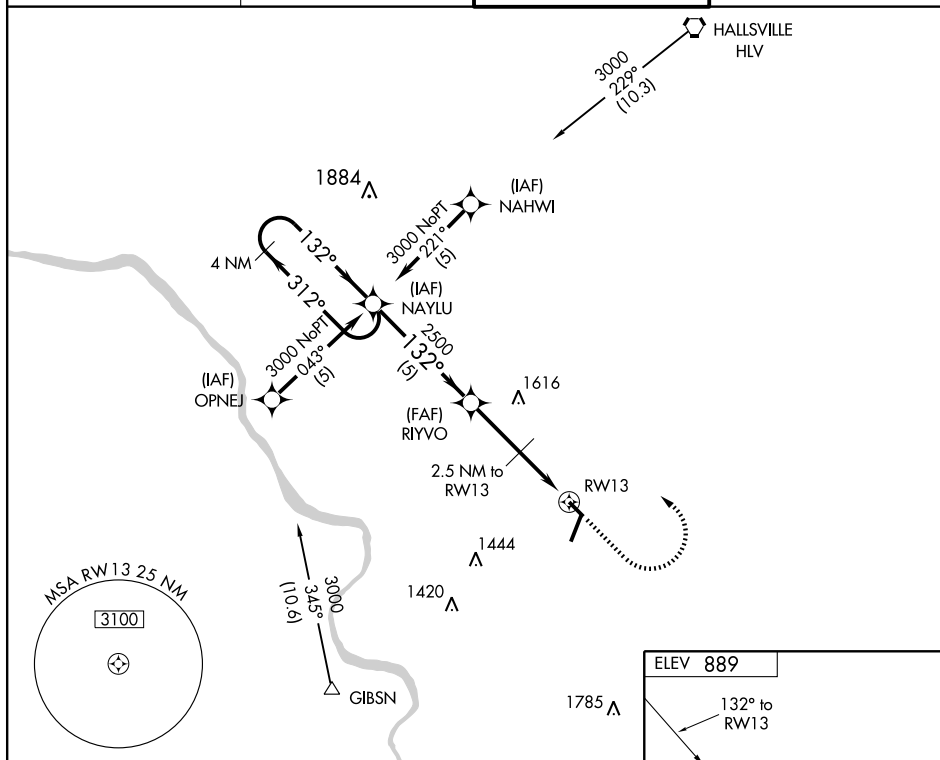
COLUMBIA RGNL (COU)

APP CRS 132°	Rwy Idg TDZE 888	4401
	Apt Elev 889	

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6
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RNAV (GPS) RWY 20

COLUMBIA RGNL (COU)

WAAS CH 93599 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	6500 889 889
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DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

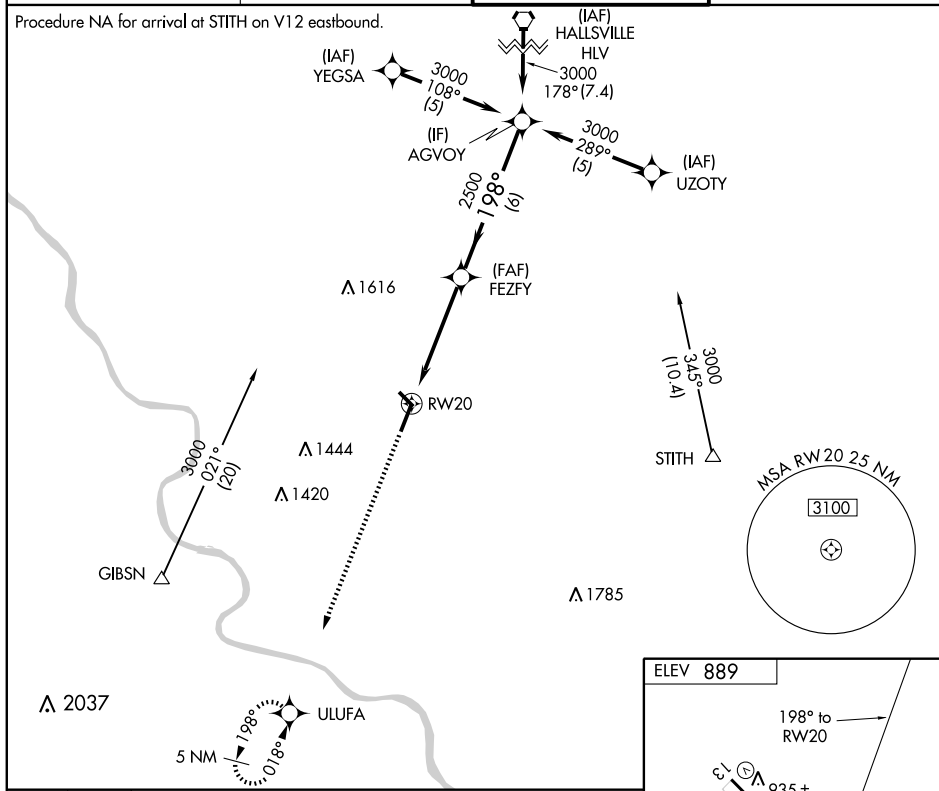
ODALS



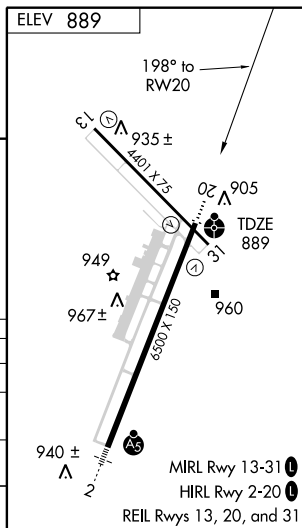
MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6
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Procedure NA for arrival at STITH on V12 eastbound.




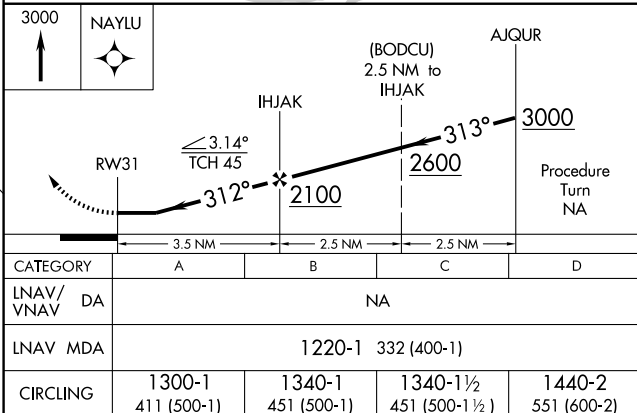
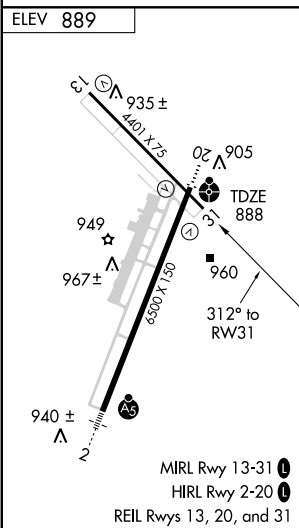
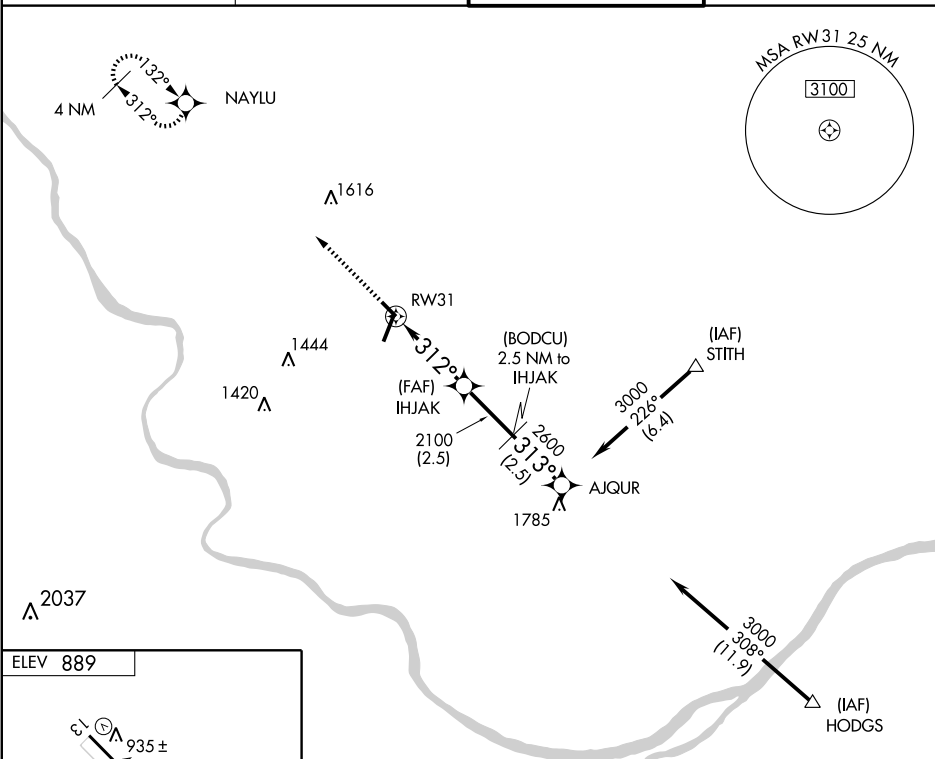
<div>3000</div> <div>ULUFA</div>		<div>AGVOY</div>			Procedure Turn NA	
*LNAV only		*0.9 NM to RW20		FEZFY	3000	
<div><div></div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div><div></div></div>		<div>198°</div> <div>2500</div>	GS 3.00° TCH 39	
0.9		4 NM		6 NM		
CATEGORY		A		B	C	D
LPV DA		1139-1 250 (300-1)				
LNAV/ VNAV DA		1185-¾ 296 (300-¾)			1185-1 296 (300-1)	
LNAV MDA		1220-¾ 331 (400-¾)			1220-1 331 (400-1)	
CIRCLING		1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)	



APP CRS 312°	Rwy Idg TDZE Apt Elev	4401 888 889
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RNAV (GPS) RWY 31
COLUMBIA RGNL (COU)

 VNA	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.	
	ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6



VOR/DME COU 110.2 Chan 39	APP CRS 193°	Rwy Idg 6500 TDZE 889 Apt Elev 889
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VOR/DME RWY 20
COLUMBIA RGNL (COU)



ODALS



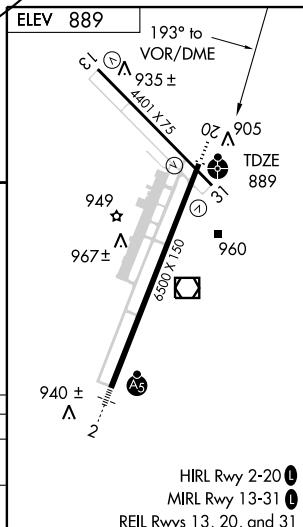
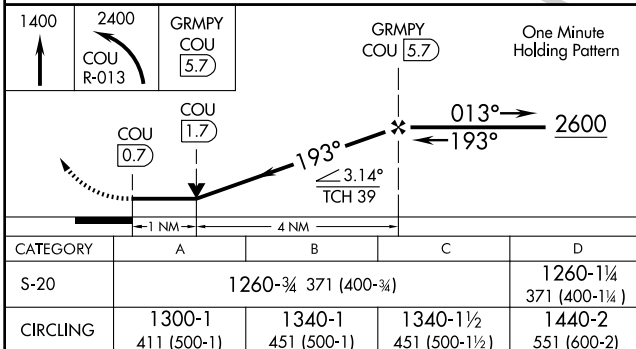
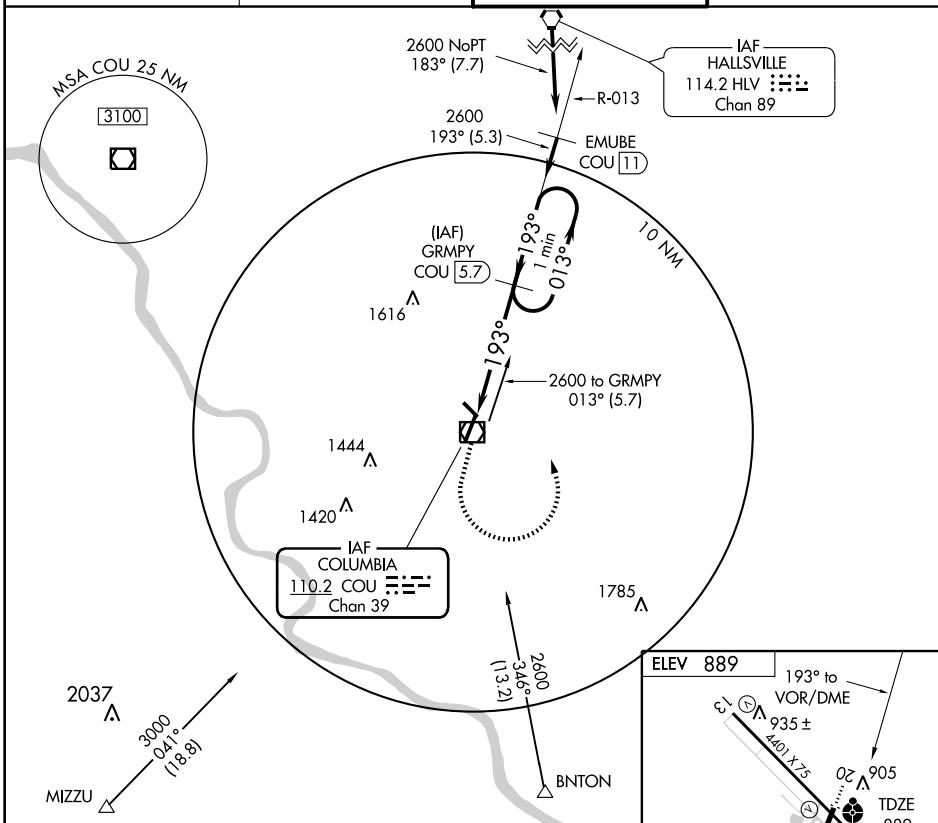
MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.

ATIS
128.45

MIZZU APP CON
124,375 353,7

COLUMBIA TOWER ★
119.3 (CTAF) **L** 363.25

GND CON
121.6



COLUMBIA, MISSOURI

Amdt 3 09295

38°49'N - 92°13'W

COLUMBIA RGNL (COU)
VOR/DME RWY 20

NC-3. 21 OCT 2010 to 18 NOV 2010

VOR/DME COU 110.2 Chan 39	APP CRS 149°	Rwy ldg 4401 TDZE 888 Apt Elev 889
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VOR RWY 13

COLUMBIA RGNL (COU)



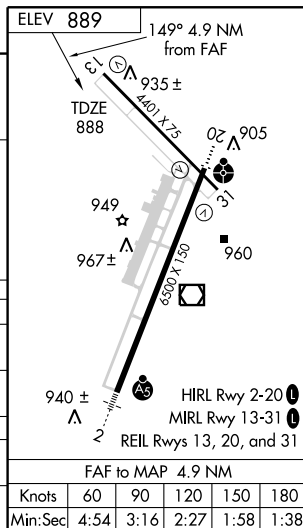
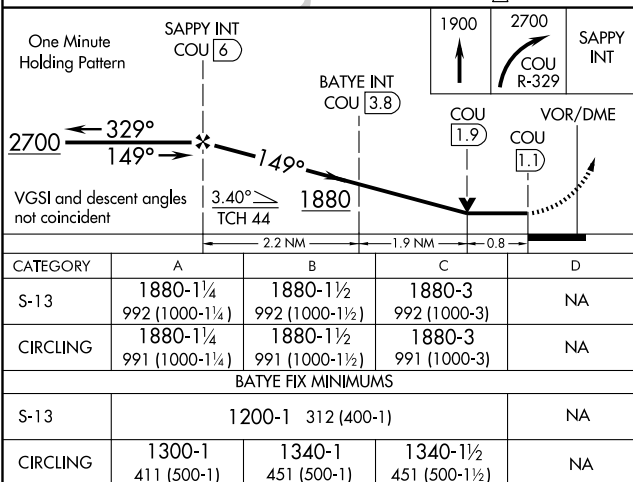
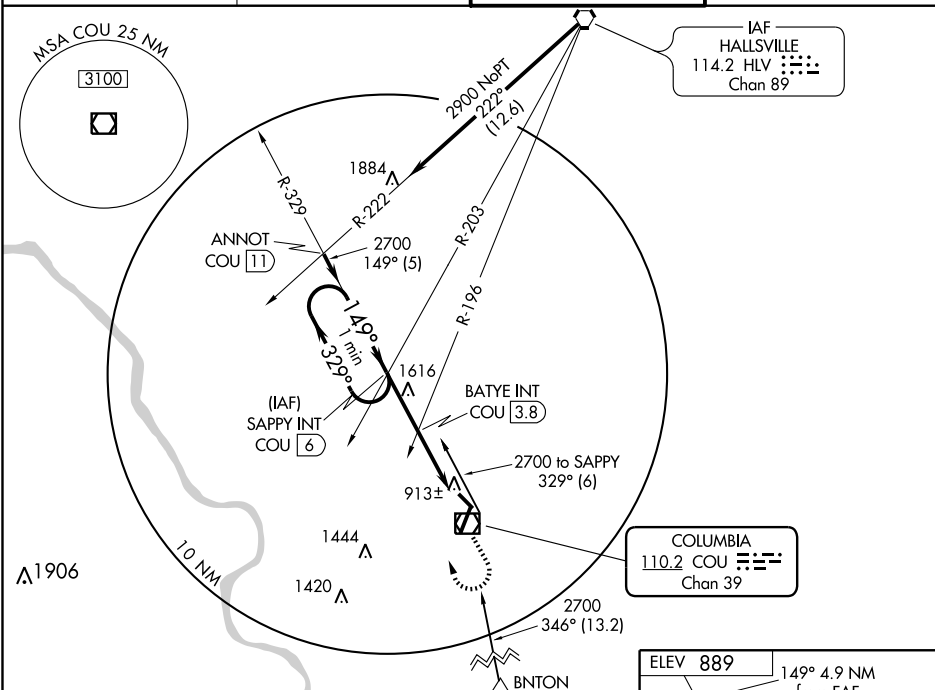
MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

ATIS
128.45

MIZZU APP CON
124.375 353.7

COLUMBIA TOWER ★
119.3 (CTAF) 0 363.25

GND CON
121.6



VOR/DME COU 110.2 Chan 39	APP CRS 196°	Rwy Idg 6500 TDZE 889 Apt Elev 889
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VOR RWY 20
COLUMBIA RGNL (COU)



Inoperative table does not apply to Cat C.

ODALS



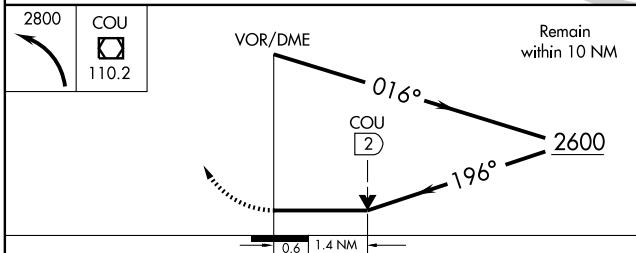
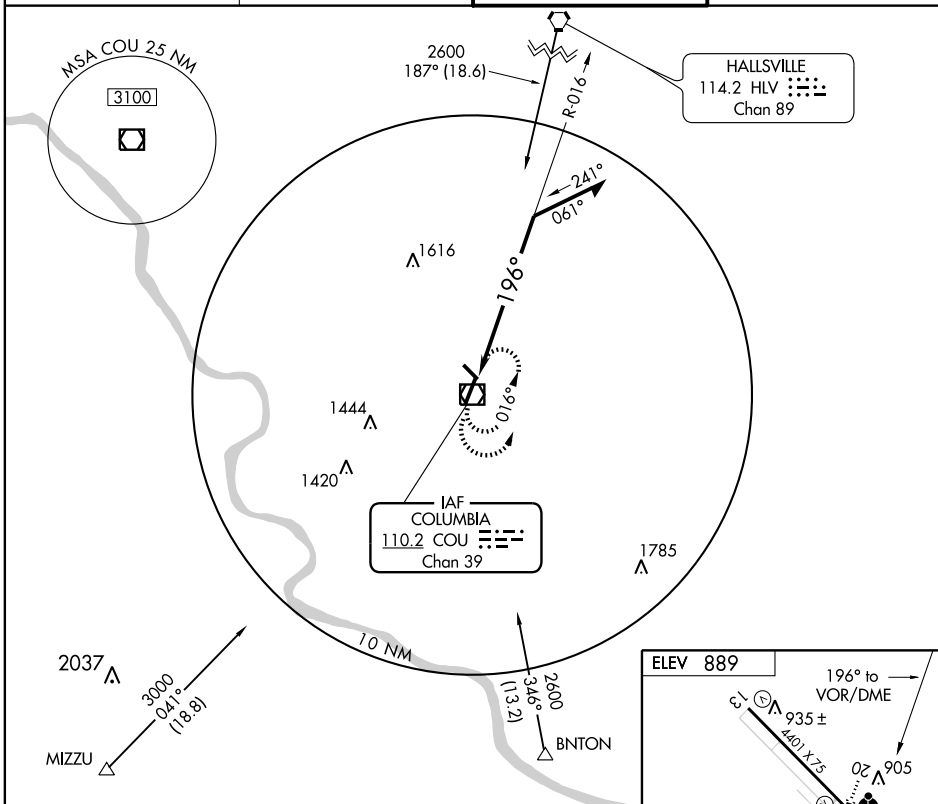
MISSED APPROACH: Climbing left turn to 2800 in COU
VOR/DME holding pattern.

ATIS
128.45

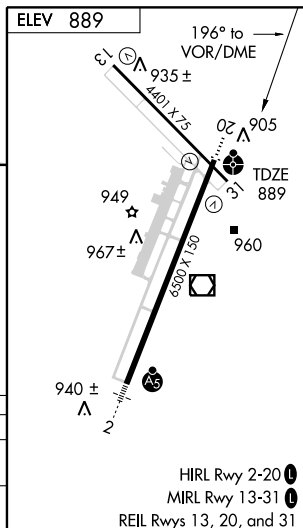
MIZZU APP CON
124,375 353,7

COLUMBIA TOWER ★
119.3(CTAF) **L** 363.25

GND CON
121.6



CATEGORY	A	B	C	D
S-20	1360-3/4 471 (500-3/4)		1360-1 1/4 471 (500-1 1/4)	
CIRCLING	1360-1 471 (500-1)		1360-1 1/2 471 (500-1 1/2)	1440-2 551 (600-2)



COLUMBIA, MISSOURI

Amdt 4 09295

38°49'N - 92°13'W

COLUMBIA RGNL (COU)

VOR RWY 20

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

CREVE COEUR (See ST LOUIS)**CUBA MUNI** (UBX) 1 NW UTC-6(-5DT) N38°04.13' W91°25.73'**KANSAS CITY**

L-166

1023 B S4 FUEL 100LL NOTAM FILE STL

RWY 18-36: H3420X61 (ASPH) S-12.5 MIRL

RWY 18: REIL: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 36: REIL: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Sun 1830-2230Z†, Mon-Wed

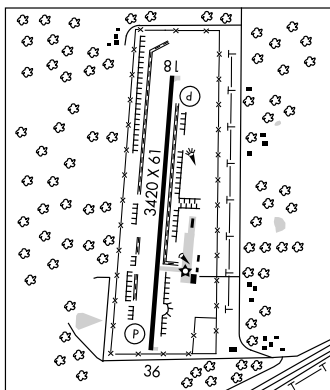
1430-2230Z†, Fri-Sat 1430-2230Z†. Fuel avbl 24 hrs a day, call number posted at fueling area. Powerplant and airframe repairs irregular schedule. Rwy 36 CLOSED to touch and go lds. Rwy 18 REIL OTS indef. Rwy 36 REIL OTS indef. MIRL Rwy 18-36 preset on low ints, to increase ints ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25' W91°42.41' 105° 14.1 NM to fld. 1110/6E.

**DEARBORN****TRIPLE R** (ØC1) 2 S UTC-6(-5DT) N39°29.27' W94°46.87'**KANSAS CITY**

1000 S4 FUEL 100LL NOTAM FILE COU

RWY 02-20: 2375X35 (ASPH-TRTD) LIRL (NSTD)

RWY 02: Tower.

AIRPORT REMARKS: Attended irregularly. Call arpt manager to verify attendance. Rwy 02-20 pavement broken with loose rocks on rwy. NSTD rwy safety areas byd each rwy end, terrain grades and insufficient length and width.

Rwy 02-20 NSTD LIRL, and thld lgts; thld lgts not aligned with edge lgts. Thld lgts OTS indef. ACTIVATE LIRL Rwy 02-20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7**DEXTER MUNI** (DXE) 2 SE UTC-6(-5DT) N36°46.53' W89°56.48'**ST LOUIS**

H-6J, L-16H

IAP

304 B S2 FUEL 100LL, JET A NOTAM FILE STL

RWY 18-36: H5000X100 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

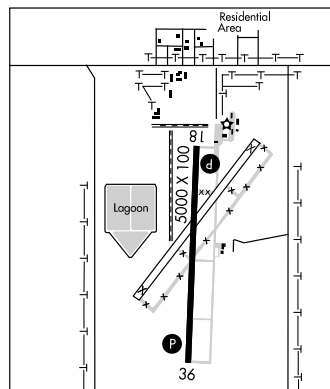
AIRPORT REMARKS: Attended irregularly. 24-hr automatic credit card for fuel. Ultralight activity on and invof arpt. Model airplane activity on and invof arpt. Crop dusting acft on and invof arpt. Rwy 18-36 various areas with cracks and grass and weeds growing in them. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.

MEMPHIS CENTER APP/DEP CON 133.65.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31' W89°54.69' 351° 13.3 NM to fld. 280/3E.

**DOGWOOD** N37°01.41' W92°52.62' NOTAM FILE COU.**KANSAS CITY**

L-166

(L) VORTAC 109.4 DGD Chan 31 102° 9.9 NM to Ava Bill Martin Mem. 1600/6E.

RCO 122.1R 109.4T (COLUMBIA RADIO)

WAAS Ch 62808 W18A	APP CRS 182°	Rwy ldg TDZE Apt Elev	5000 304 304
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RNAV (GPS) RWY 18

DEXTER MUNI (DXE)

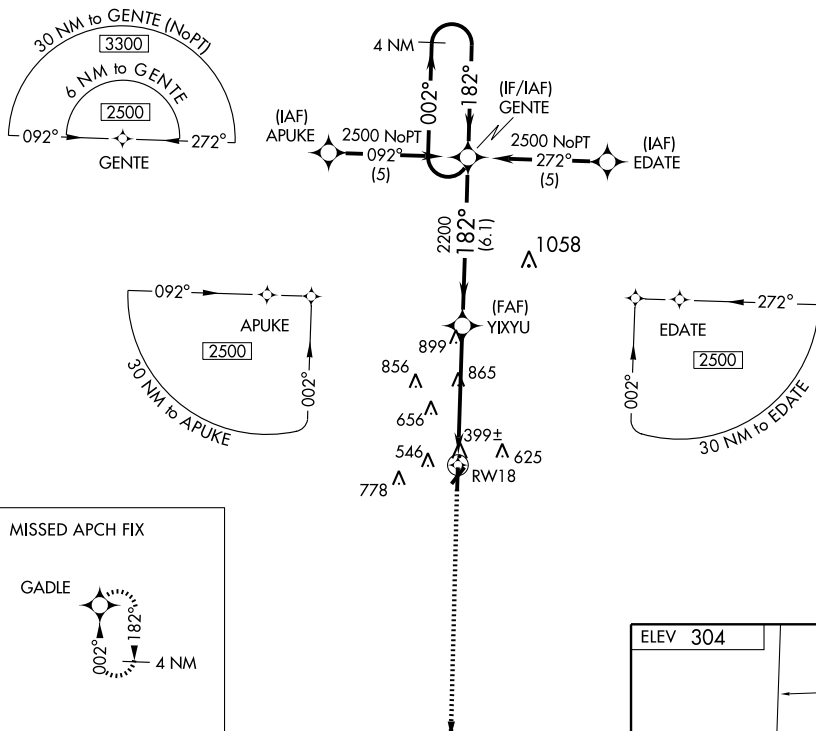
NA BARO-VNAV NA. DME/DME RNP-0.3 NA.
Use Poplar Bluff altimeter setting, when not received use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct GADLE and hold.

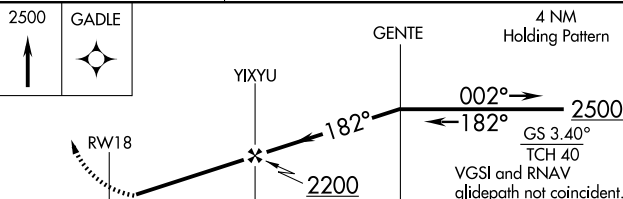
POPLAR BLUFF ASOS
124.225

MEMPHIS CENTER
133.65 292.15

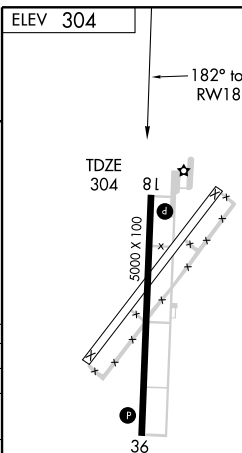
UNICOM
122.8 (CTAF) 0



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	724-1¼	420 (500-1¼)		NA
RNAV/VNAV DA	854-1¾	550 (600-1¾)		NA
RNAV MDA	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA



MIRL Rwy 18-36 0

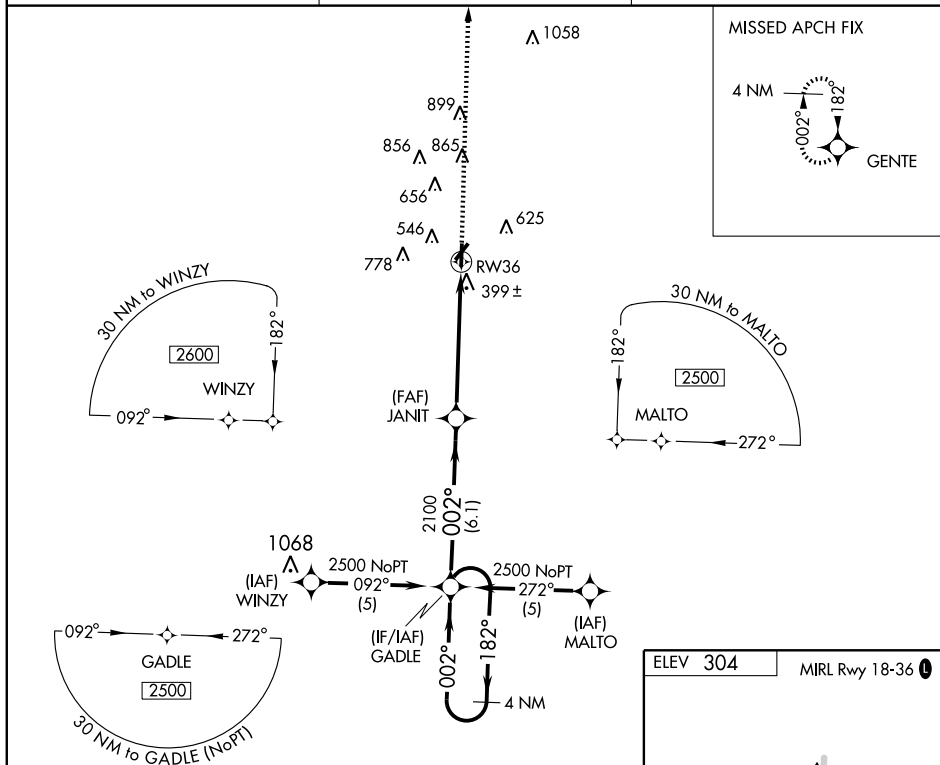
WAAS Ch 50507 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	5000 298 304
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

DEXTER MUNI (DXE)

▼ ▲ NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.	MISSED APPROACH: Climb to 2500 direct GENTE and hold.
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POPLAR BLUFF ASOS 124.225	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

GADLE

JANIT

RW36

2500

182°

002°

002°

2100

6.1 NM

5.5 NM

CATEGORY	A	B	C	D
LPV DA		595-1	297 (300-1)	
LNAV/VNAV DA		795-1¾	497 (500-1¾)	
LNAV MDA	880-1	582 (600-1)	880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

8 L

5000 x 100

36

TDZE 298

002° to RW36

VORTAC MAW	APP CRS	Rwy Idg	5000
111.2	351°	TDZE	298
Chan 49		Apt Elev	304

VOR/DME RWY 36

DEXTER MUNI (DXE)

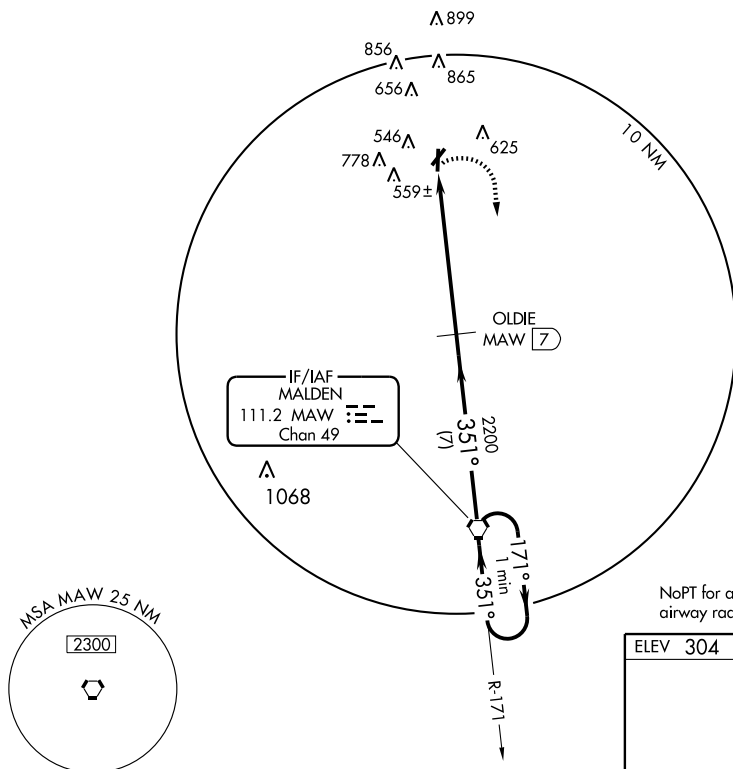
NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

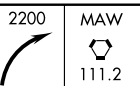
POPLAR BLUFF ASOS
124.225

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF)



NoPT for arrival on MAW VORTAC
airway radials 059 clockwise 239.



OLDIE
MAW 7

VORTAC

One Minute
Holding Pattern

NEBAE
MAW 12.5

351°
2.99°
TCH 40

0.4

5.5 NM

7 NM

2200

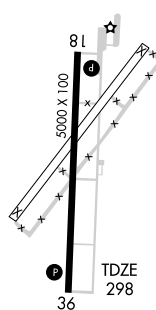
171°

351°

2200

CATEGORY	A	B	C	D
S-36	920-1	622 (700-1)	920-1¾ 622 (700-1¾)	920-2 622 (700-2)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

ELEV 304 MRL Rwy 18-36



351° 6 NM
from FAF

ELTON HENSLEY MEM (See FULTON)**EMVILLE** N40°20.90' W94°54.93' NOTAM FILE COU.

NDB (MHW) 317 EVU at Northwest Missouri Rgnl. Unmonitored. Unusable byd 15 NM.

OMAHA

L-10J

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC-6(-5DT) N39°20.23' W94°11.86'

997 B NOTAM FILE COU

RWY 01-19: H2000X47 (ASPH-AFSC) S-4 LIRL (NSTD)

RWY 01: Tree. RWY 19: Trees.

AIRPORT REMARKS: Attended 1600Z±-dusk. Wildlife on and in/ovf arpt.

Rwy 01-19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush, fence, NSTD grade, golf course. Rwy 19 rwy thld markings not 150' long, located too close to rwy end. Loose gravel length of twy. Rwy 01-19 NSTD LIRL; incorrect spacing of thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ KANSAS CITY APP/DEP CON 118.4

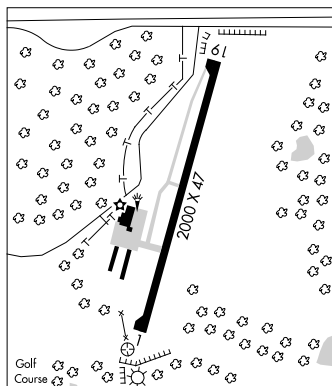
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73'
W94°07.73' 341° 14.9 NM to fld. 878/7E.

KANSAS CITY

L-27A, A

IAP

**FARMINGTON** N37°40.41' W90°14.04' NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 299° 10.7 NM to Farmington Rgnl. 1220/1E. HIWAS.

HIWAS out of svc indefinitely.

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

ST LOUIS

H-5D, L-16H

FARMINGTON RGNL (FAM) 1 S UTC-6(-5DT) N37°45.66' W90°25.72'

946 B S4 FUEL 100LL, JET A NOTAM FILE FAM

RWY 02-20: H4222X75 (CONC) S-30 MIRL 0.8% up N

RWY 02: REIL. PAPI(P4L)—GA 3.0' TCH 40'. Thld dspcd 223'.

Trees. Rgt tfc. RWY 20: Tree.

AIRPORT REMARKS: Attended 1330-2300Z±. Helicopter activity on and in/ovf airfield. 100' x 75' full strength conc safety area southwest end, 590' by 16' asph safety area northeast end, not full strength. Crane unknown 50' AGL adjacent to apron. Rwy 02-20 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573-756-4502. Rwy 02 560' overrun unusable. ACTIVATE MIRL Rwy 02-20 and REIL Rwy 02—CTAF. PAPI Rwy 02 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.275 (573) 756-6042. HIWAS 115.7 FAM.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14.04'

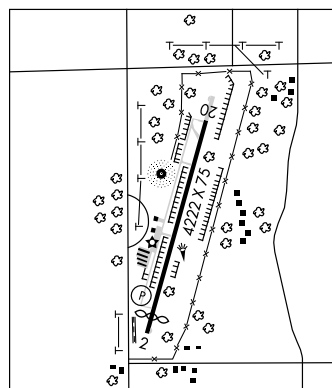
299° 10.6 NM to fld. 1220/1E. HIWAS.

PERRINE NDB (MHW) 367 PRI N37°45.84' W90°25.72' at fld. Unmonitored.

ST. LOUIS

L-16H

IAP



VORTAC ANX 114.0 Chan 87	APP CRS 161°	Rwy Idg 2000 TDZE 998 Apt Elev 998
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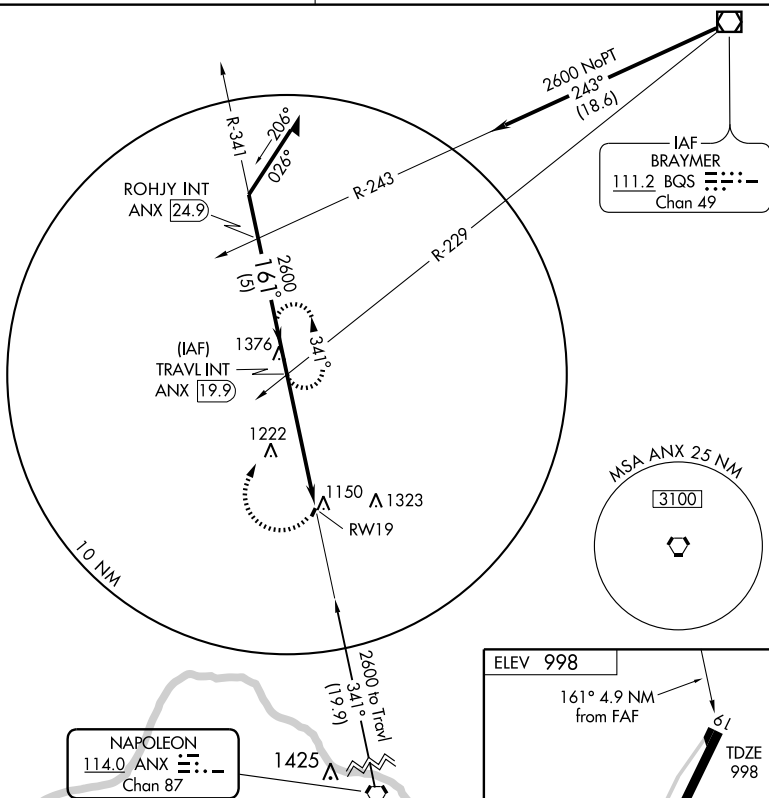
VOR or GPS RWY 19
EXCELSIOR SPRINGS MEMORIAL (3EX)

T Use Charles B. Wheeler Downtown altimeter setting.
A_{NA}

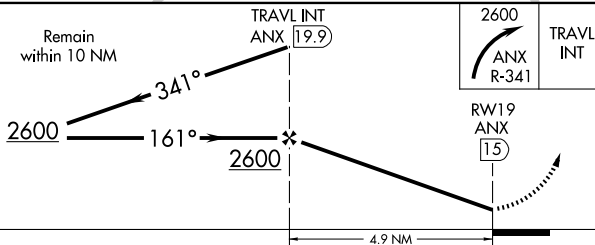
MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

KANSAS CITY APP CON
118.4 294.7

UNICOM
122.7 (CTAF)



Remain
within 10 NM



ELEV 998

URL Rwy 1-19

CATEGORY	A	B	C	D
S-19	1620-1	622 (700-1)	NA	
CIRCLING	1620-1	622 (700-1)	NA	

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ELTON HENSLEY MEM (See FULTON)**EMVILLE** N40°20.90' W94°54.93' NOTAM FILE COU.

NDB (MHW) 317 EVU at Northwest Missouri Rgnl. Unmonitored. Unusable byd 15 NM.

OMAHA

L-10J

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC-6(-5DT) N39°20.23' W94°11.86'

997 B NOTAM FILE COU

RWY 01-19: H2000X47 (ASPH-AFSC) S-4 LIRL (NSTD)

RWY 01: Tree. RWY 19: Trees.

AIRPORT REMARKS: Attended 1600Z±-dusk. Wildlife on and in/ovf arpt.

Rwy 01-19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush, fence, NSTD grade, golf course. Rwy 19 rwy thld markings not 150' long, located too close to rwy end. Loose gravel length of twy. Rwy 01-19 NSTD LIRL; incorrect spacing of thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ KANSAS CITY APP/DEP CON 118.4

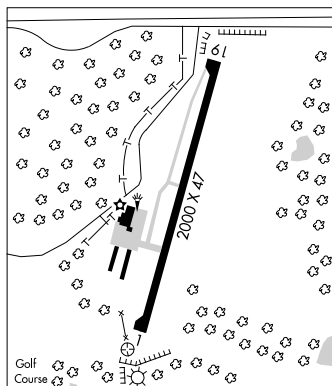
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73'
W94°07.73' 341° 14.9 NM to fld. 878/7E.

KANSAS CITY

L-27A, A

IAP

**FARMINGTON** N37°40.41' W90°14.04' NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 299° 10.7 NM to Farmington Rgnl. 1220/1E. HIWAS.

HIWAS out of svc indefinitely.

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

ST LOUIS

H-5D, L-16H

FARMINGTON RGNL (FAM) 1 S UTC-6(-5DT) N37°45.66' W90°25.72'

946 B S4 FUEL 100LL, JET A NOTAM FILE FAM

RWY 02-20: H4222X75 (CONC) S-30 MIRL 0.8% up N

RWY 02: REIL. PAPI(P4L)—GA 3.0' TCH 40'. Thld dspcd 223'.

Trees. Rgt tfc. RWY 20: Tree.

AIRPORT REMARKS: Attended 1330-2300Z±. Helicopter activity on and in/ovf airfield. 100' x 75' full strength conc safety area southwest end, 590' by 16' asph safety area northeast end, not full strength. Crane unknown 50' AGL adjacent to apron. Rwy 02-20 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573-756-4502. Rwy 02 560' overrun unusable. ACTIVATE MIRL Rwy 02-20 and REIL Rwy 02—CTAF. PAPI Rwy 02 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.275 (573) 756-6042. HIWAS 115.7 FAM.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14.04'

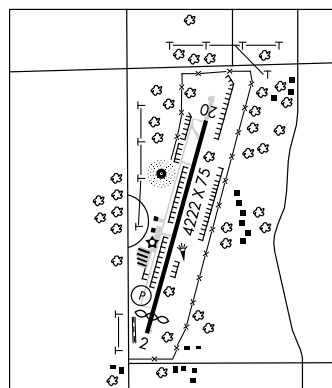
299° 10.6 NM to fld. 1220/1E. HIWAS.

PERRINE NDB (MHW) 367 PRI N37°45.84' W90°25.72' at fld. Unmonitored.

ST. LOUIS

L-16H

IAP



NDB PRI 367	APP CRS 009°	Rwy Idg TDZE Apt Elev	3999 946 946
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NDB RWY 2

FARMINGTON RGNL (FAM)



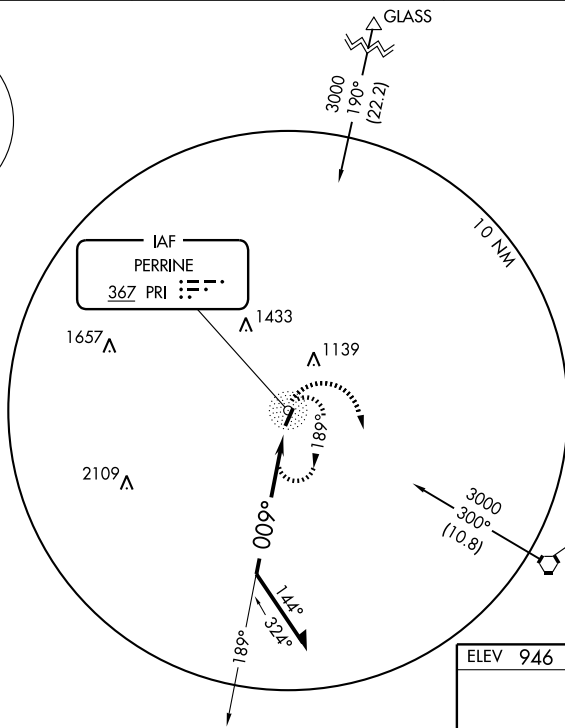
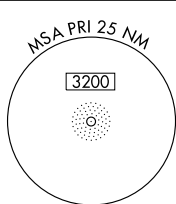
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

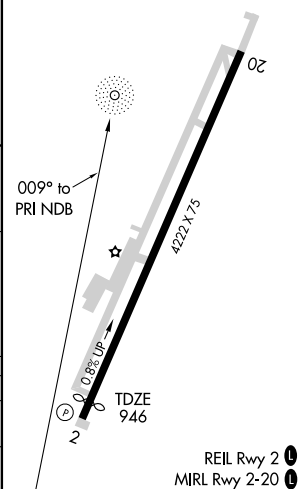
AWOS-3
119.275

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



ELEV 946



Remain
within 10 NM

NDB

2700

PRI

367

009° to
PRI NDB

2700

189°

009°

CATEGORY	A	B	C	D
S-2	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	
CIRCLING	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	

NDB PRI 367	APP CRS 212°	Rwy Idg TDZE Apt Elev	4222 946 946
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NDB RWY 20

FARMINGTON RGNL (FAM)

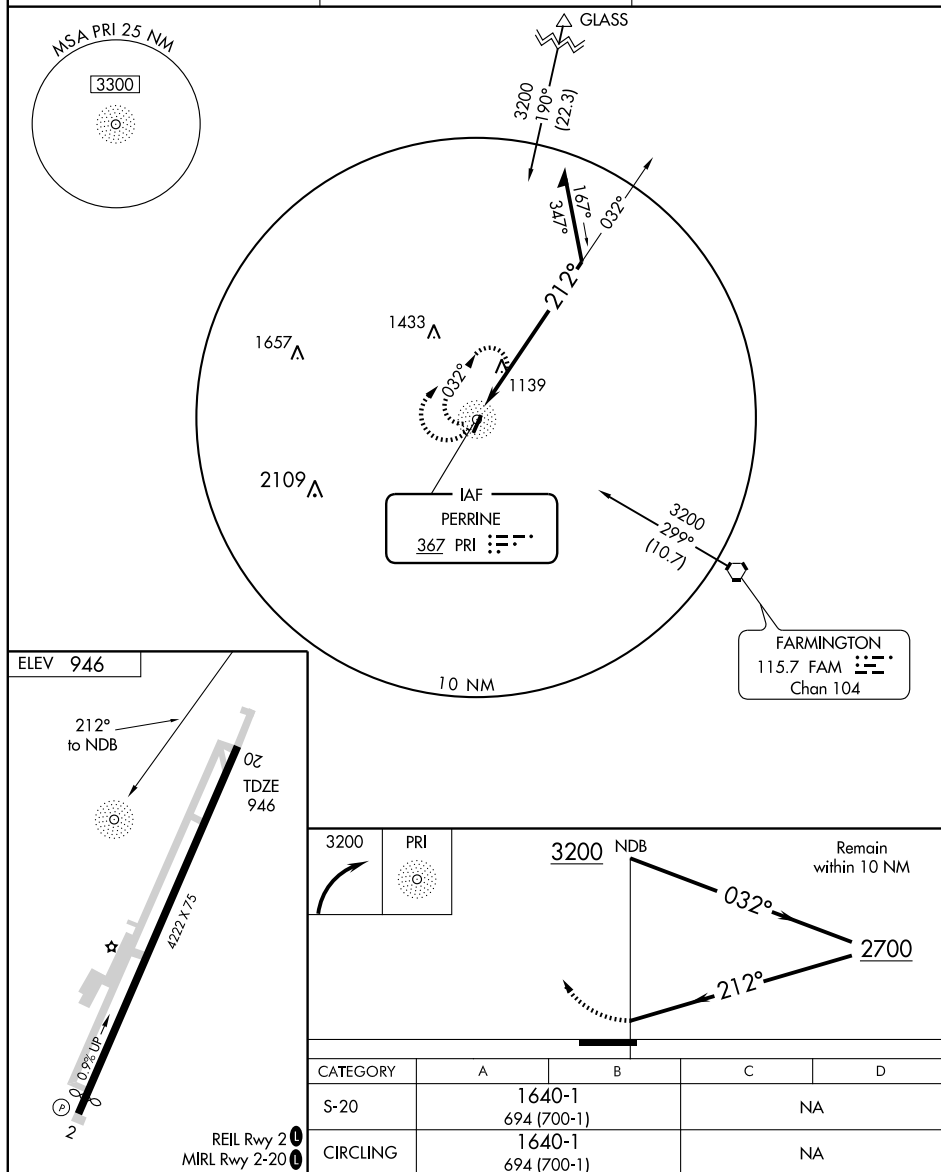
- ▼ Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 160 feet and S-20 and circling Cat B visibility $\frac{1}{4}$ mile.
- ▲

MISSED APPROACH: Climbing right turn to 3200 in PRI NDB holding pattern.

AWOS-3
119.275

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



FARMINGTON, MISSOURI

Amdt 3 23SEP10

37°46'N - 90°26'W

FARMINGTON RGNL (FAM)

NDB RWY 20

WAAS CH 61019 W02A	APP CRS 022°	Rwy Idg TDZE 929 Apt Elev 946	3999 929 946
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RNAV (GPS) RWY 2

FARMINGTON RGNL (FAM)

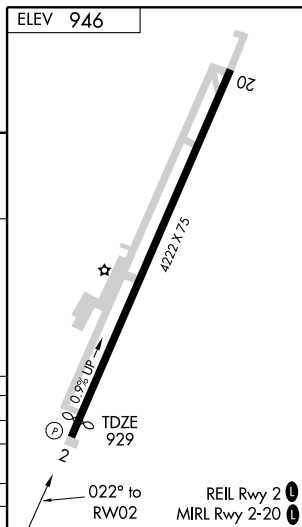
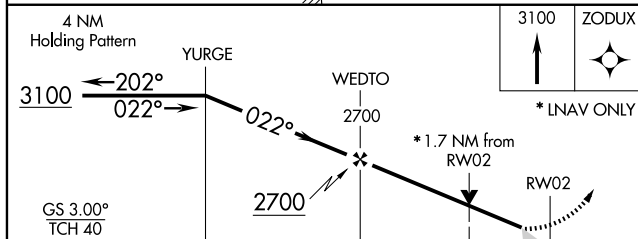
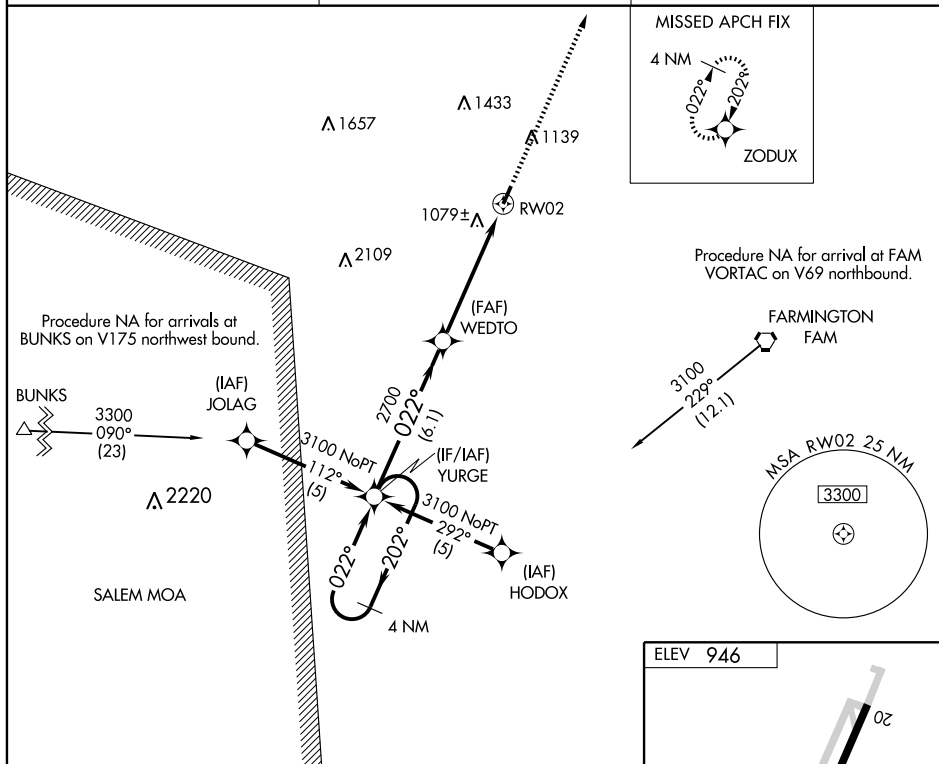
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Sparta altimeter setting. When local altimeter setting not received, use Sparta altimeter setting and increase all DA 154 feet and all MDA 160 feet; increase LPV and LNAV/VNAV all Cals visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct ZODUX and hold.

AWOS-3
119.275

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



APP CRS **202°**
 Rwy Idg **4222**
 TDZE **946**
 Apt Elev **946**

RNAV (GPS) RWY 20

FARMINGTON RGNL (FAM)

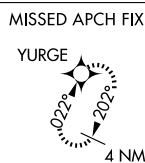
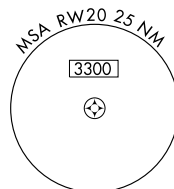
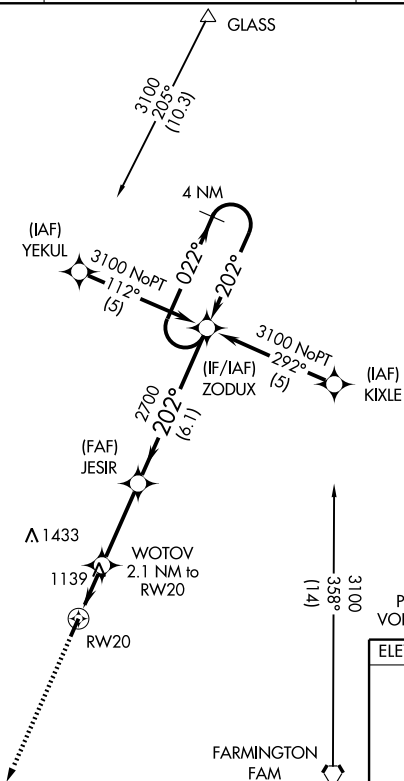
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3100 direct YURGE and hold.

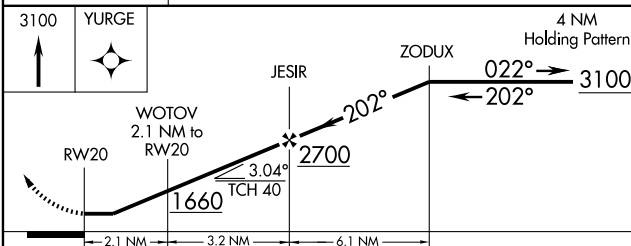
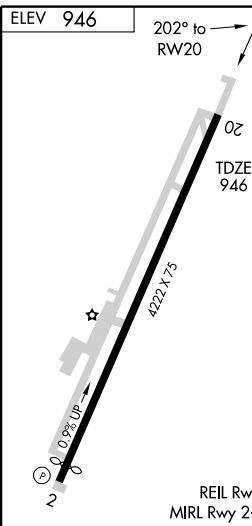
AWOS-3
119.275

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



Procedure NA for arrival on FAM
 VORTAC airway radials 331 CW 047.



CATEGORY	A	B	C	D
LNAV MDA	1440-1	494 (500-1)	NA	NA
CIRCLING	1440-1	494 (500-1)	NA	NA

VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy Idg TDZE Apt Elev	N/A N/A 946
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VOR/DME or GPS-A

FARMINGTON RGNL (FAM)



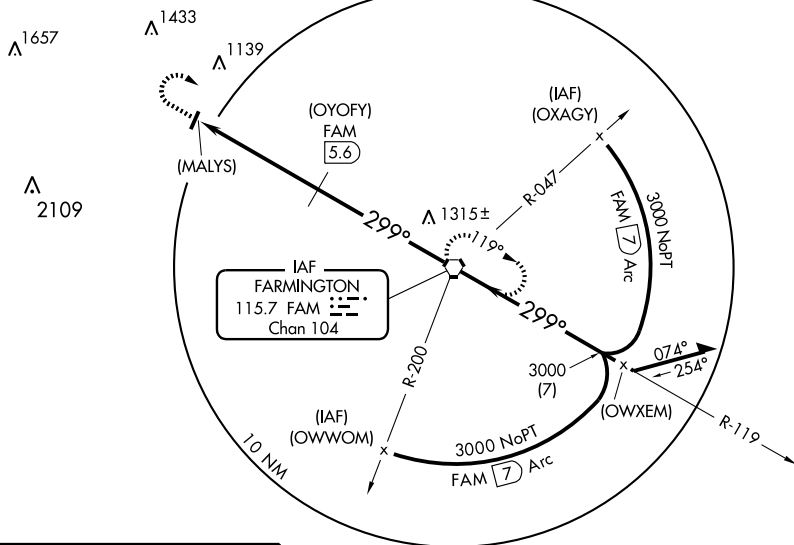
NA

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

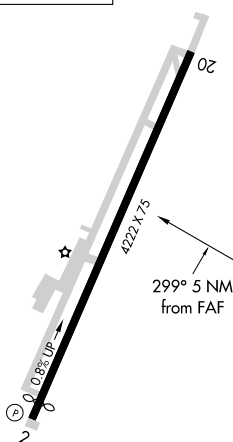
AWOS-3
119.275

KANSAS CITY CENTER
127.47 291.7

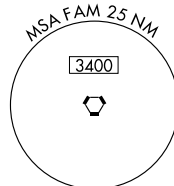
UNICOM
122.8 (CTAF) 0



ELEV 946



REIL Rwy 2 0
MIRL Rwy 2-20 0



	2200	3000	FAM 115.7		VORTAC	Remain within 10 NM
			(OYOFY) FAM 5.6		119°	3000
			(MALYS) FAM 10.6		299°	3000
				2300		
				5 NM	5.6 NM	
CATEGORY	A	B	C	D		
CIRCLING	1720-1 774 (800-1)	1720-1¼ 774 (800-1¼)			NA	

FESTUS MEM (FES) 2 S UTC-6(-5DT) N38°11.70' W90°23.13'

433 B S6 **FUEL** 100LL NOTAM FILE STL

RWY 18-36: H2202X49 (ASPH-AFSC) S-8 MIRL (NSTD)

RWY 18: SAVASI(S2L). Trees.

RWY 36: REIL. SAVASI(S2L). Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Fuel available 24 hr with credit card. NSTD rwy safety area byd each rwy end, Rwy 18 has large drop off 118' from rwy end, Rwy 36 has rolling and steep terrain. Rwy 18 NSTD npi markings, incorrect spacing of markings. Obstructed by grass and weeds. Rwy 36 NSTD npi markings, incorrect spacing of markings. Rwy 18-36 pavement has grass growing in cracks and loose aggregate. Rwy 18-36 NSTD MIRL; incorrect spacing of thld lgts and edge lgts in middle section of rwy. Rwy 18 VASI OTS indef. Rwy 36 VASI OTS indef. Rwy 36 REIL too close to rwy edge. ACTIVATE NSTD MIRL Rwy 18-36, REIL Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 opr 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7

® **KANSAS CITY CENTER APP/DEP CON** 128.35

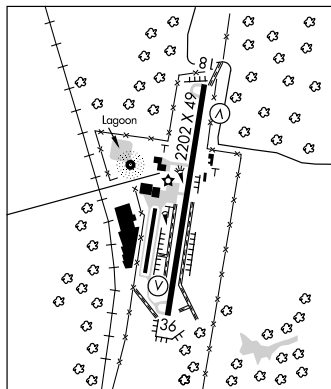
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41'

W90°14.04' 346° 32.1 NM to fld. 1220/1E. **HIWAS.**

NDB (MHW) 269 FES N38°11.75' W90°23.26' at fld.

NOTAM FILE STL. Monitored 1400-0200Z†, by prior arrangement with Multi-Aero Inc.



ST LOUIS
L-16H
IAP

FLOYD W JONES LEBANON (See LEBANON)

FLYING BAR H RANCH (See SPRINGFIELD)

FORISTELL N38°41.66' W90°58.27' NOTAM FILE STL.

(L) **VORTACW** 110.8 FTZ Chan 45 184° 6.5 NM to Washington Rgnl 818/5E.

ST LOUIS
H-5D, L-27B, A

FORNEY N37°44.55' W92°08.34' NOTAM FILE TBN.

(L) **VOR** 110.0 TBN at Waynesville ST. Robert Rgnl Forney Fld. VOR unmonitored Mon-Fri 0300-1200Z†, 24 hrs holidays and weekends.

KANSAS CITY
L-16G

NDB FES
269

APP CR
357°

Rwy Idg	2202
TDZE	431
Apt Elev	433

NDB or GPS RWY 36
FESTUS MEMORIAL (FES)

FESTUS MEMORIAL (FES)

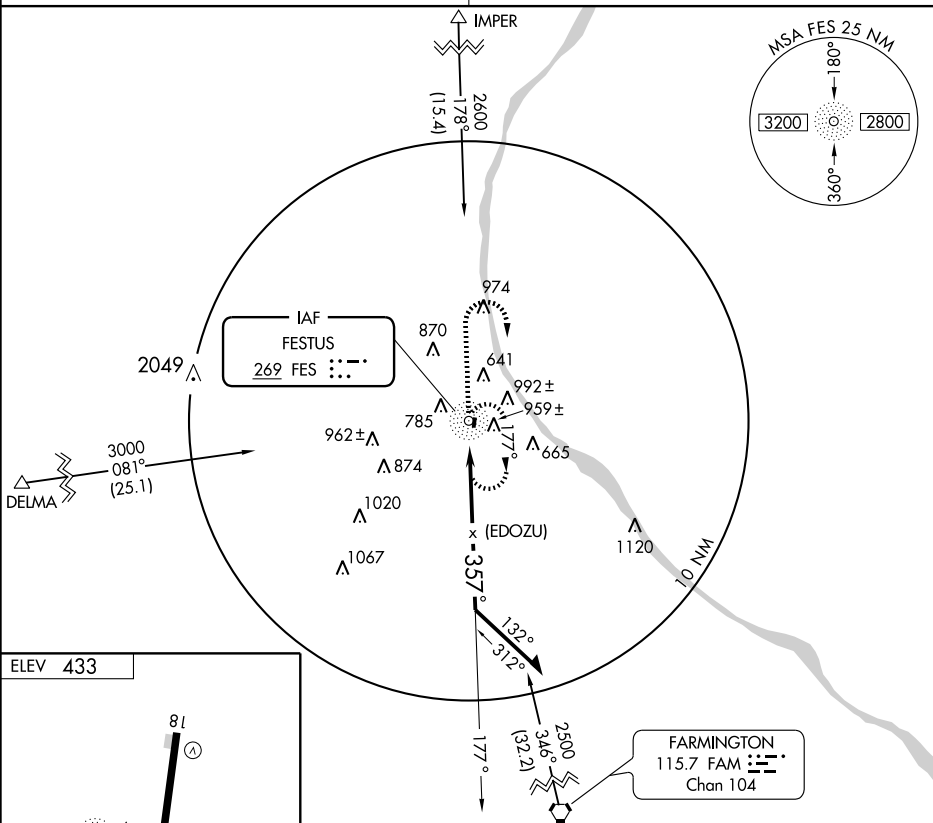


ANA

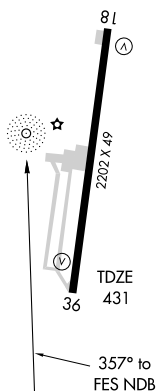
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.

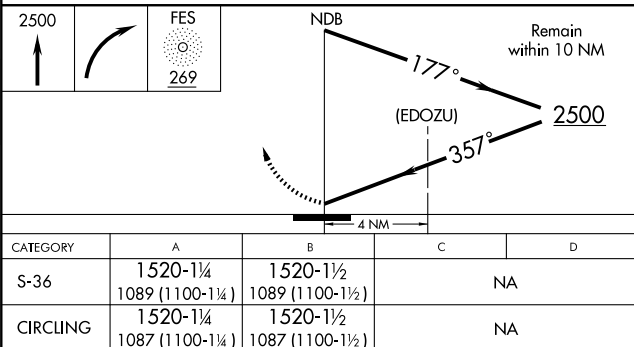
KANSAS CITY CENTER
128.35 284.67

UNICOM
122.7 (CTAF) **L**

ELEV 433



MIRL Rwy 18-36 **L**
REIL Rwy 36 **L**



FESTUS, MISSOURI

Amdt 2A 09071

38°12'N-90°23'W

FESTUS MEMORIAL (FES)

NDB or GPS RWY 36

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5093 (FAA)

FT. LEONARD WOOD, MISSOURI

ATIS ★

118.7 229.4

FORNEY TOWER ★

125.4 268.7

37°45'N

FIELD
ELEV
1159

146.4°

6036 X 150

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° WRWY 14-32
S-50

HS 1

ARMY
NATIONAL
GUARD
HANGARARMY
NATIONAL
GUARD
RAMPELEV
1154MILITARY
RAMPFIRE
STATION

37°44'N

TWR

AIRLINE
TERMINALMIL BASE
OPSMILITARY
HANGARMIL
VIP
PADMILITARY
EXTENDED
RAMP

GA RAMP

FBO

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

★ 1273

92°09'W

92°08'W

AIRPORT DIAGRAM

FT. LEONARD WOOD, MISSOURI

FORT LEONARD WOOD**WAYNESVILLE—ST ROBERT RGNL FORNEY FLD**

(TBN)(KTBN) CIV/MIL

O SW

UTC-6(-5DT)

KANSAS CITY**H-5D, L-16G****IAP, AD**

N37°44.50' W92°08.44'

1159 B FUEL 100LL, JET A NOTAM FILE TBN

RWY 14-32: H6038X150 (ASPH) S-50 HIRL

RWY 14: MALSR. REIL. VASI(V2L)—GA 2.9° TCH 36'.

Thld dspcd 501'. Pole.

RWY 32: MALSR. REIL. VASI(V2R)—GA 2.9° TCH 36'.

Thld dspcd 526'. Road. Rgt tfc.

MILITARY SERVICE: FUEL PPR rqr Mil JP8 avbl Mon-Fri 1230-2130Z† except holidays, operating time for Code 6 and above. (NC-100LL, Jet A avbl 1400-2300Z† C573-329-4216.) 24 hr self svc with credit card.

AIRPORT REMARKS: Attended Mon-Fri 1200-0300Z† excluding holidays.

Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSR and VASI and REIL Rwy 14 and MALSR, VASI and REIL Rwy 32—125.4.

MILITARY REMARKS: RSTD PPR for all transient military acft DSN

581-0165/4819, C573-596-0165/4819. **MISC** Weather observer augmented, edited or manual as required Mon-Fri 1200-0300Z†, Sat 1300-2100Z†, Sun 1700-0100Z†. Weather forecast not avbl local.

Remote briefing svc avbl 26 OWS Barksdale AFB DSN

781-4775, C318-456-4775, C866-223-2398 (toll free), fax DSN 781-3493 or C318-456-3493, web site <https://ows.barksdale.af.mil/>.

WEATHER DATA SOURCES: ASOS (C573) 596-6959.

COMMUNICATIONS: CTAF 125.4 ATIS 118.7 229.4 (Mon-Fri 1200-0300Z† except holidays)

FORNEY TOWER 125.4 268.7 (Mon-Fri 1200-0300Z† except holidays) **FORNEY OPS** 40.95 237.5

® **KANSAS CITY CENTER APP/DEP CON** 128.35 284.67

AIRSPACE: CLASS D svc Mon-Fri 1200-0300Z† except holidays other times CLASS G.

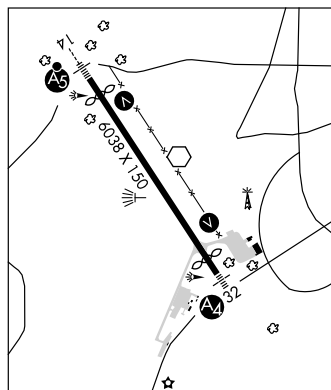
RADIO AIDS TO NAVIGATION: NOTAM FILE TBN.

FORNEY (L)VOR 110.0 TBN N37°44.55' W92°08.34' at fld. VOR unmonitored Mon-Fri 0300-1200Z†, 24 hrs holidays and weekends.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45' W91°47.31' 292° 19.1 NM to fld. 1370/6E. **HIWAS.** NOTAM FILE COU.

BUCKHORN NDB (MH) 391 BHN N37°41.85' W92°06.23' 323° 3.2 NM to fld. Unmonitored Mon-Fri 0300-1200Z†, 24 hrs holidays and weekends.

ILS/DME 110.9 I-TBN Chan 46 Rwy 14. Unmonitored when twr clsd (Mon-Fri 1200-0300Z†, weekends and holidays.)

**FREDERICKTOWN RGNL** (H88) 3 N UTC-6(-5DT) N37°36.35' W90°17.24'

880 B S3 FUEL 100LL, JET A, MOGAS NOTAM FILE STL

RWY 01-19: H4000X75 (ASPH) S-12.5 MIRL

RWY 01: PAPI (P4L)—GA 3.0° TCH 40'.

RWY 19: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

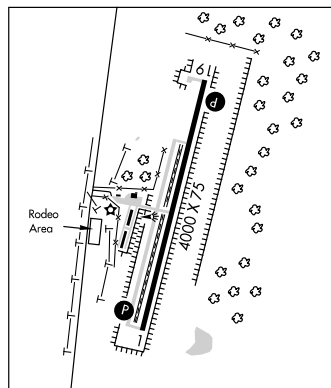
AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z†. For svc after hrs call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14.04' 211° 4.8 NM to fld. 1220/1E. **HIWAS.**

ST LOUIS**L-16H****IAP**

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-TBN <u>110.9</u> Chan 46	APP CRS 144°	Rwy Idg 5537 TDZE 1158 Apt Elev 1159
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FT. LEONARD WOOD/ ILS or LOC RWY 14
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

ILS or LOC RWY 14

A When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALS R, increase S-LOC-14 Cat. D visibility to 1 mile.

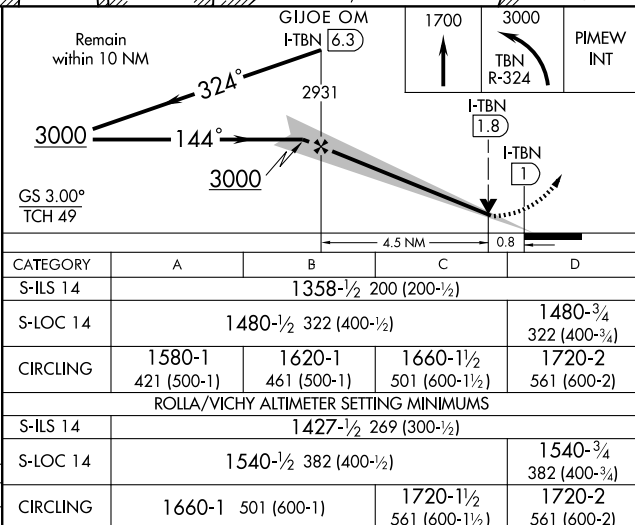
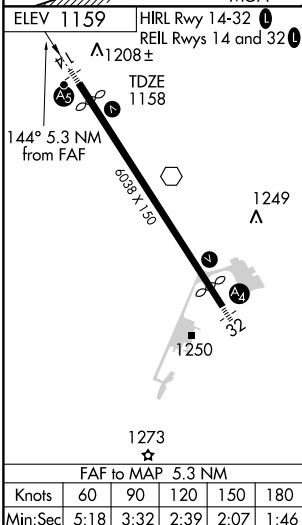
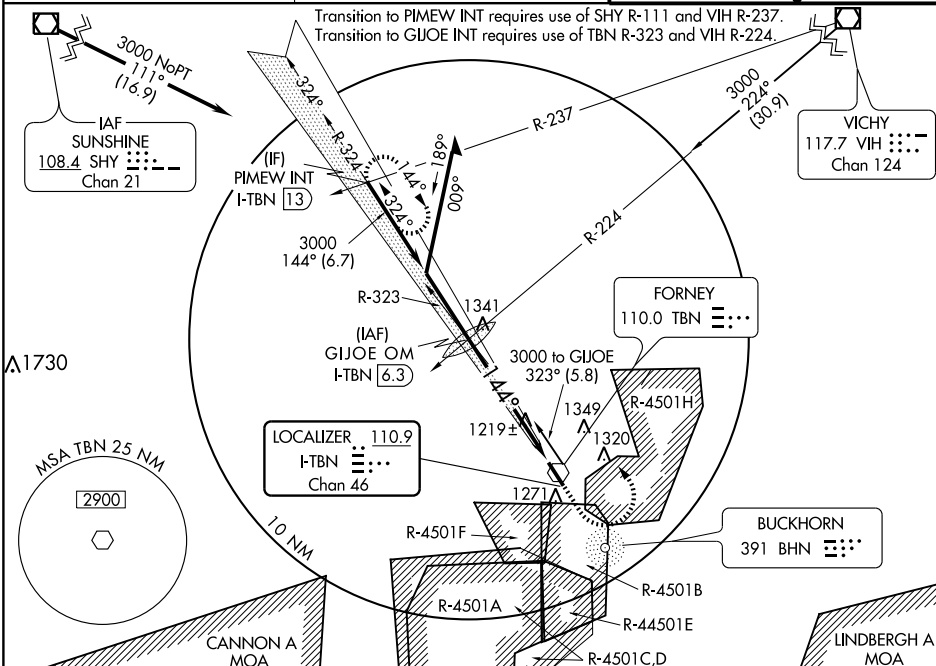
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

ATIS★
118.7 229.4

KANSAS CITY CENTER
128.35 284.67

FORNEY TOWER ★
125.4 (CTAF) 268.7



FT. LEONARD WOOD, MISSOURI
Orig 09183

FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)
37°44'N-92°08'W ILS or LOC RWY 14

ILS or LOC RWY 14

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

NDB BHN
391

APP CRS
143°

Rwy Idg
TDZE
Apt Elev
5537
1158
1159

FT. LEONARD WOOD/
WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

NDB/DME RWY 14

NA When Forney control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or H in use.
Simultaneous reception of I-TBN DME and BHN NDB required.
Inoperative table does not apply.

MALSR

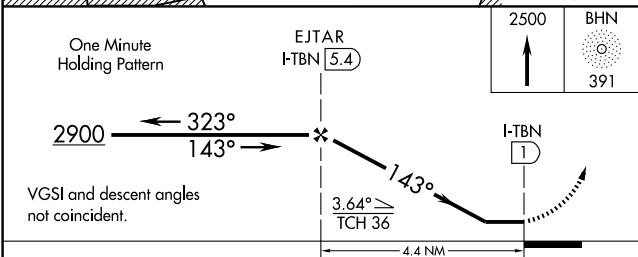
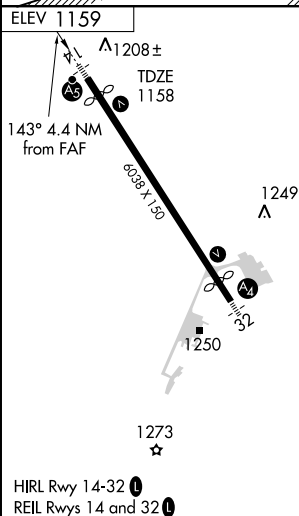
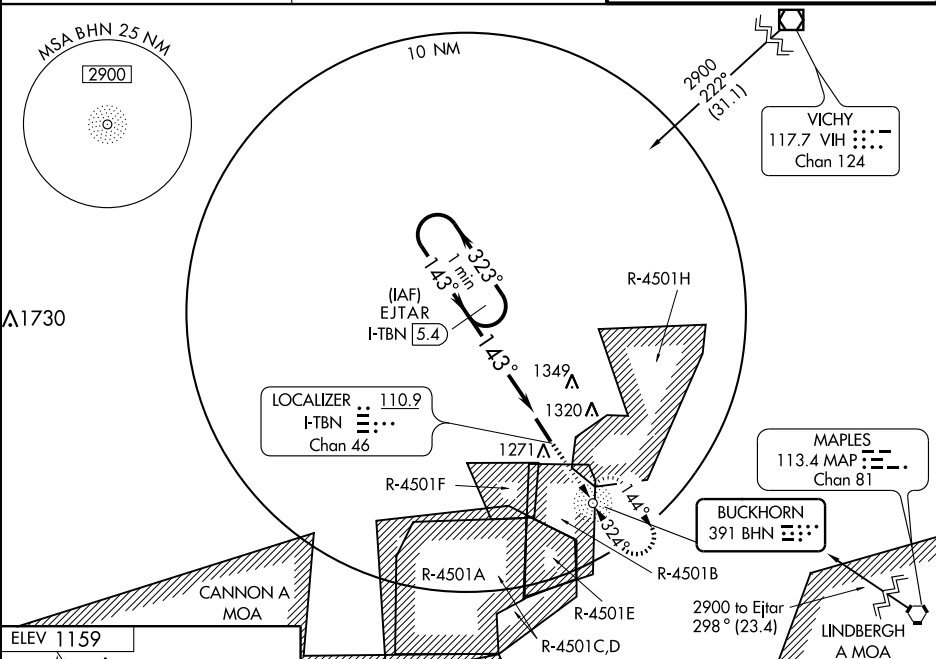


MISSED APPROACH: Climb to 2500
direct BHN NDB and hold.

ATIS ★
118.7 229.4

KANSAS CITY CENTER
128.35 284.67

FORNEY TOWER ★
125.4 (CTAF) 268.7



CATEGORY	A	B	C	D
S-14	1600-1	442 (500-1)	1600-1½ 442 (500-1½)	NA
CIRCLING	1600-1 441 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-14	1680-1	522 (600-1)	1680-1½ 522 (600-1½)	NA
CIRCLING	1680-1	521 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NDB BHN 391	APP CRS 324°	Rwy Idg TDZE Apt Elev 1153 1159
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FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

NDB RWY 32

▲ When control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or R-4501H in use.

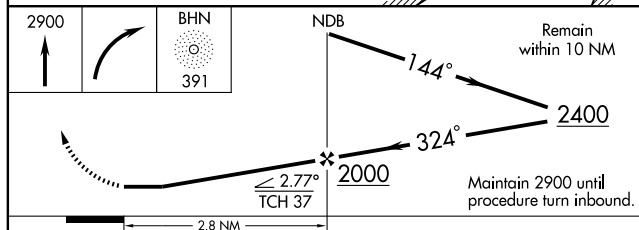
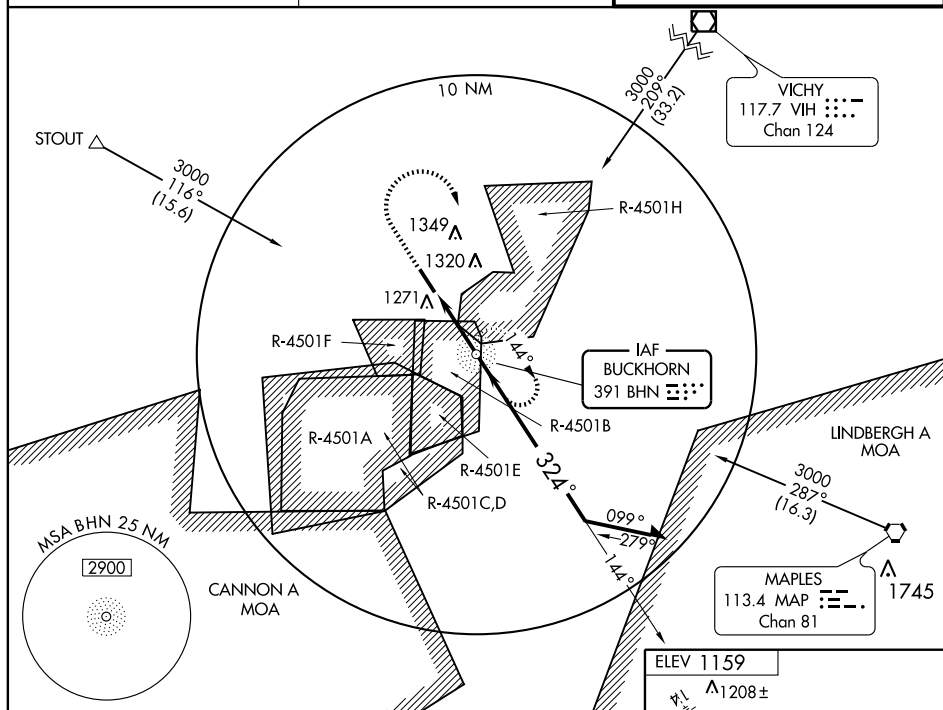
MALS

MISSED APPROACH: Climb to 2900
then right turn direct BHN NDB and hold.

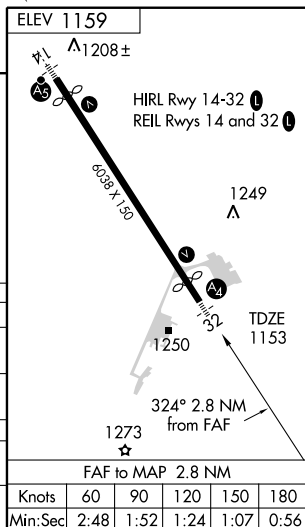
ATIS ★
118.7 229.4

KANSAS CITY CENTER
128.35 284.67

FORNEY TOWER ★
125.4 (CTAF) 268.7



CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1½ 427 (500-1½)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1 507 (600-1)		1660-1½ 507 (600-1½)	
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)



WAAS
Chan **99499**
W32A

APP CRS
324°

Rwy Idg
TDZE **1153**
Apt Elev **1159**

FT. LEONARD WOOD/
WAYNESVILLE-ST.

RNAV (GPS) RWY 32
ROBERT RGNL FORNEY FIELD (TBN)

A DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F).
When local altimeter setting not received, use Rolla/Vichy altimeter
setting and increase all DAs/MDAs 80' and all visibilities ¼ mile.
VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting.
Inoperative table does not apply.

MALS

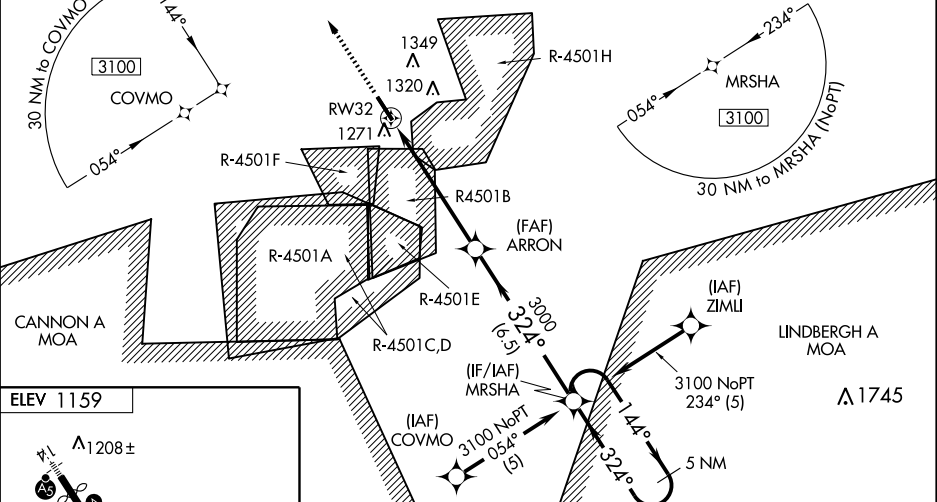
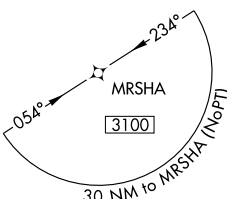
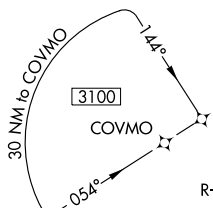
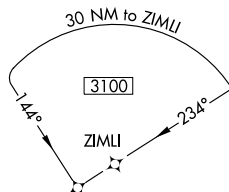


MISSED APPROACH: Climb to 3100 direct
PIMEW and hold.

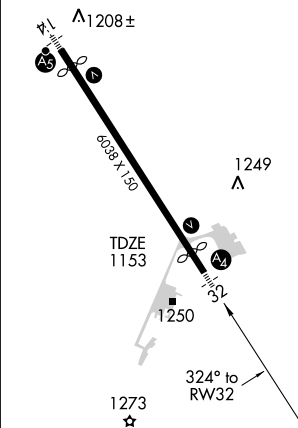
ATIS ★
118.7 229.4

KANSAS CITY CENTER
128.35 284.67

FORNEY TOWER ★
125.4 (CTAF) 0 268.7



ELEV 1159



HIRL Rwy 14-32
REIL Rws 14 and 32

3100	PIMEW	*LNAV only	ARRON	MRSHA	5 NM Holding Pattern
		*1.1 NM to RW32			
		1.1	4.5 NM	6.5 NM	
CATEGORY	A	B	C	D	
LPV DA	1403/50	250 (300-1)			
LNAV/VNAV DA	1541-1½	388 (400-1½)			
LNAV MDA	1540/50	387 (400-1)	1540/60	387 (400-1½)	
CIRCLING	1580-1½	1620-1½	1660-1½	1720-2	561 (600-2)
	421 (500-1½)	461 (500-1½)	501 (600-1½)		

VOR TBN **110.0**
APP CRS **135°**
Rwy Idg **5537**
TDZE **1158**
Apt Elev **1159**

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

VOR RWY 14

A When control tower closed, use Rolla National altimeter setting:
Increase all MDAs 80 feet and all visibilities ½ mile.
Procedure not authorized when R-4501B or R-4501H in use.

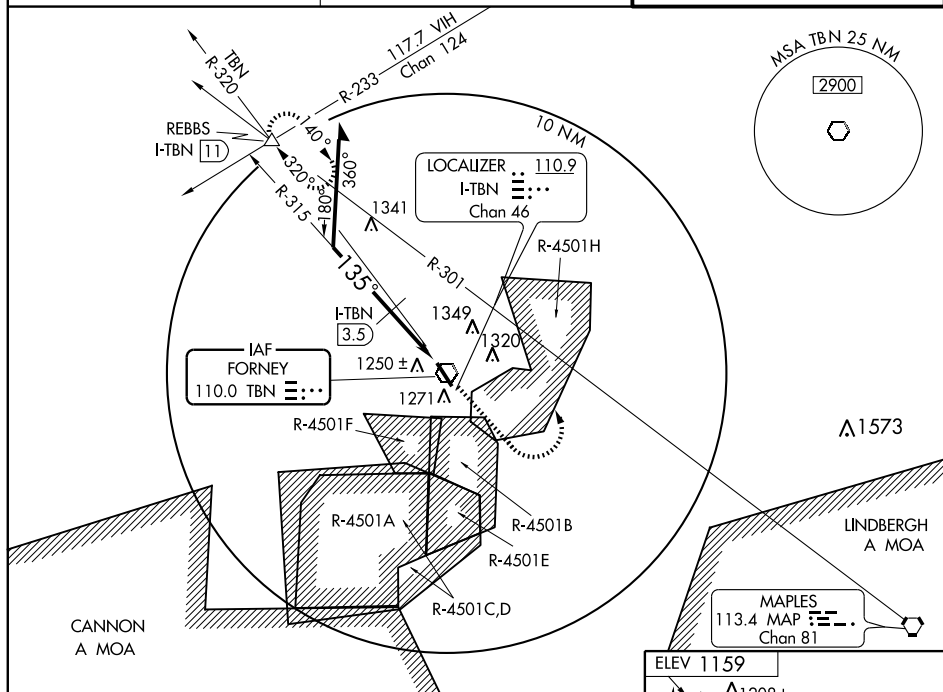
MALSR

MISSED APPROACH: Climb to 2000, then
climbing left turn to 3000 via TBN R-320 to
REBBS Int and hold.

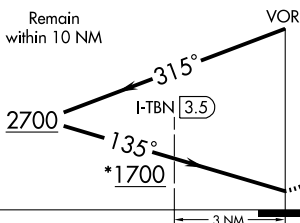
ATIS ★
118.7 229.4

KANSAS CITY CENTER
128.35 284.67

FORNEY TOWER ★
125.4 (CTAF) 268.7



Remain
within 10 NM



2000
3000
TBN R-320
REBBS △

ELEV 1159
1208 ±
135° to
VOR
TDZE 1158
0038 X 1.50
1250
1249
1273

CATEGORY	A	B	C	D
S-14	1700-1	542 (600-1)	1700-1½ 542 (600-1½)	1700-1¾ 542 (600-1¾)
CIRCLING	1700-1	541 (600-1)	1700-1½ 541 (600-1½)	1720-2 561 (600-2)
DME MINIMUMS				
S-14	1500-1 342 (400-1)			
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

HIRL Rwy 14-32
REIL Rwy 14 and 32

FORT LEONARD WOOD**WAYNESVILLE—ST ROBERT RGNL FORNEY FLD**

(TBN)(KTNB) CIV/MIL O SW UTC-6(-5DT)

KANSAS CITY**H-5D, L-16G****IAP, AD**

N37°44.50' W92°08.44'

1159 B FUEL 100LL, JET A NOTAM FILE TBN

RWY 14-32: H6038X150 (ASPH) S-50 HIRL**RWY 14:** MALSR. REIL. VASI(V2L)—GA 2.9° TCH 36'.

Thld dspcd 501'. Pole.

RWY 32: MALSR. REIL. VASI(V2R)—GA 2.9° TCH 36'.

Thld dspcd 526'. Road. Rgt tfc.

MILITARY SERVICE: FUEL PPR rqr Mil JP8 avbl Mon-Fri 1230-2130Z† except holidays, operating time for Code 6 and above. (NC-100LL, Jet A avbl 1400-2300Z† C573-329-4216.) 24 hr self svc with credit card.

AIRPORT REMARKS: Attended Mon-Fri 1200-0300Z† excluding holidays.

Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSR and VASI and REIL Rwy 14 and MALSR, VASI and REIL Rwy 32—125.4.

MILITARY REMARKS: RSTD PPR for all transient military acft DSN

581-0165/4819, C573-596-0165/4819. **MISC** Weather observer augmented, edited or manual as required Mon-Fri 1200-0300Z†, Sat 1300-2100Z†, Sun 1700-0100Z†. Weather forecast not avbl local.

Remote briefing svc avbl 26 OWS Barksdale AFB DSN

781-4775, C318-456-4775, C866-223-2398 (toll free), fax DSN 781-3493 or C318-456-3493, web site <https://ows.barksdale.af.mil/>.

WEATHER DATA SOURCES: ASOS (C573) 596-6959.

COMMUNICATIONS: CTAF 125.4 ATIS 118.7 229.4 (Mon-Fri 1200-0300Z† except holidays)

FORNEY TOWER 125.4 268.7 (Mon-Fri 1200-0300Z† except holidays) **FORNEY OPS** 40.95 237.5

® **KANSAS CITY CENTER APP/DEP CON** 128.35 284.67

AIRSPACE: CLASS D svc Mon-Fri 1200-0300Z† except holidays other times CLASS G.

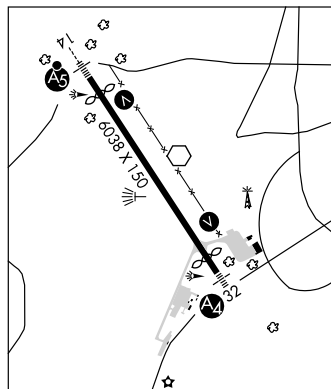
RADIO AIDS TO NAVIGATION: NOTAM FILE TBN.

FORNEY (L)VOR 110.0 TBN N37°44.55' W92°08.34' at fld. VOR unmonitored Mon-Fri 0300-1200Z†, 24 hrs holidays and weekends.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45' W91°47.31' 292° 19.1 NM to fld. 1370/6E. **HIWAS.** NOTAM FILE COU.

BUCKHORN NDB (MH) 391 BHN N37°41.85' W92°06.23' 323° 3.2 NM to fld. Unmonitored Mon-Fri 0300-1200Z†, 24 hrs holidays and weekends.

ILS/DME 110.9 I-TBN Chan 46 Rwy 14. Unmonitored when twr clsd (Mon-Fri 1200-0300Z†, weekends and holidays.)

**FREDERICKTOWN RGNL** (H88) 3 N UTC-6(-5DT) N37°36.35' W90°17.24'

880 B S3 FUEL 100LL, JET A, MOGAS NOTAM FILE STL

RWY 01-19: H4000X75 (ASPH) S-12.5 MIRL**RWY 01:** PAPI (P4L)—GA 3.0° TCH 40'.**RWY 19:** PAPI(P4L)—GA 3.0° TCH 42'. Trees.

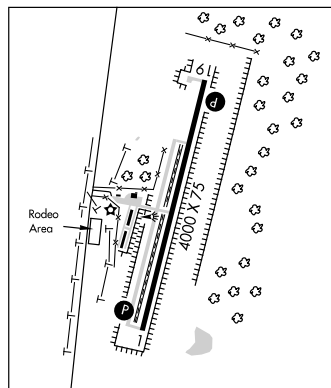
AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z†. For svc after hrs call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14.04' 211° 4.8 NM to fld. 1220/1E. **HIWAS.**

ST LOUIS**L-16H****IAP**

APP CRS	Rwy Idg	4000
015°	TDZE	880
	Apt Elev	880

RNAV (GPS) RWY 1

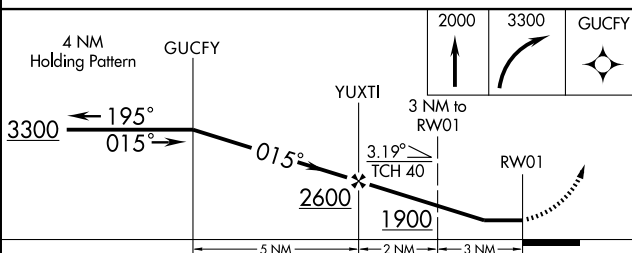
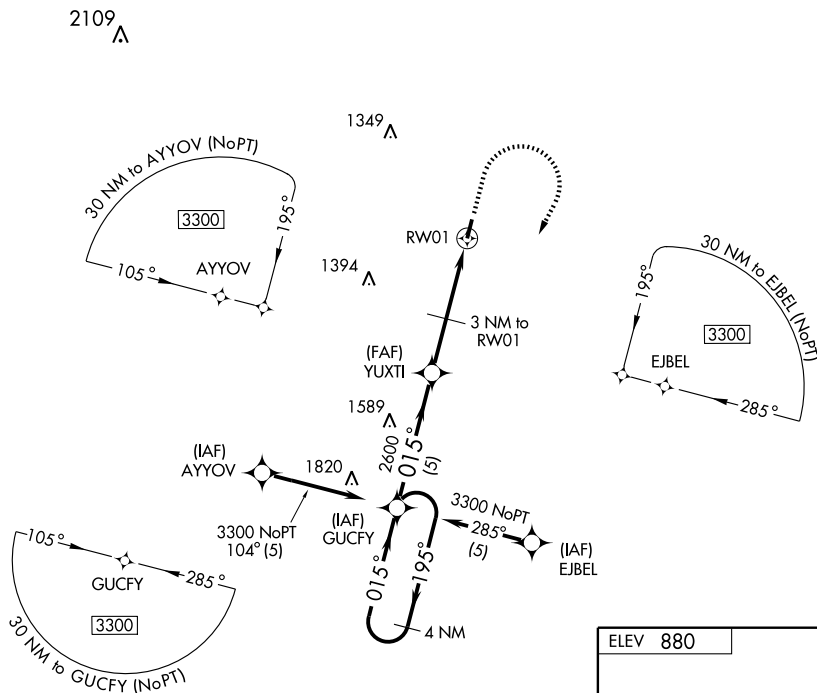
FREDERICKTOWN RGNL (H88)

V Use Farmington Regional altimeter setting.
Δ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

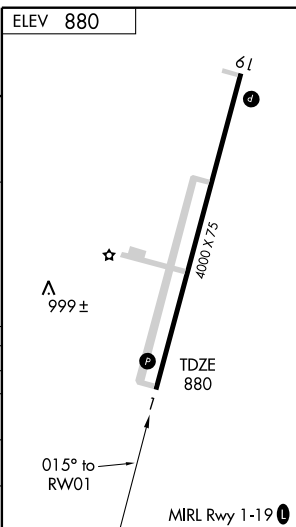
MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/ VNAV DA			NA	
LNAV MDA	1300-1	420 (500-1)		NA
CIRCLING	1420-1	540 (600-1)		NA



APP CRS	Rwy Idg	4000
195°	TDZE	880
	Apt Elev	880

RNAV (GPS) RWY 19

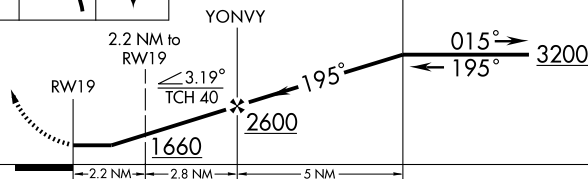
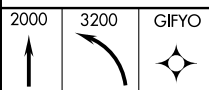
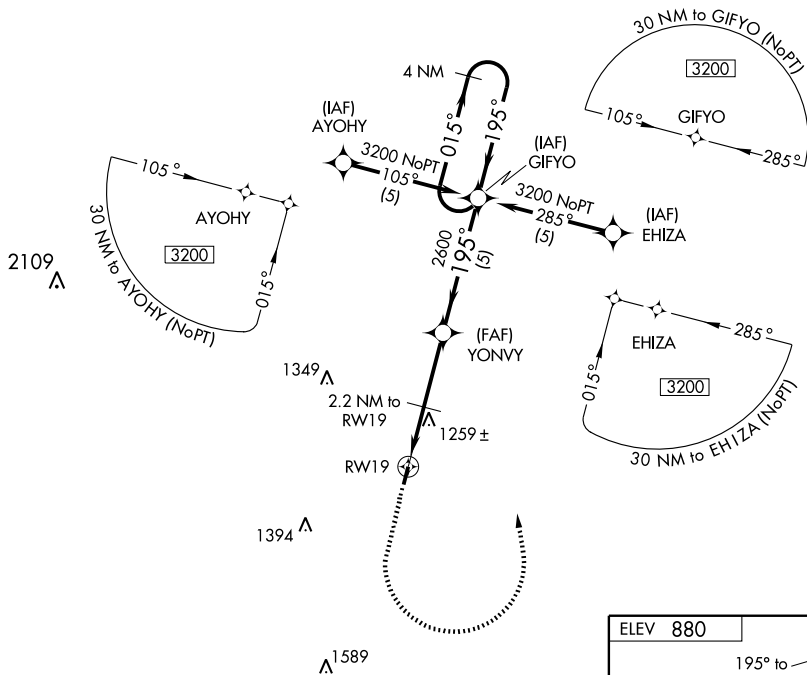
FREDERICKTOWN RGNL (H88)

V Use Farmington Regional altimeter setting.
A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

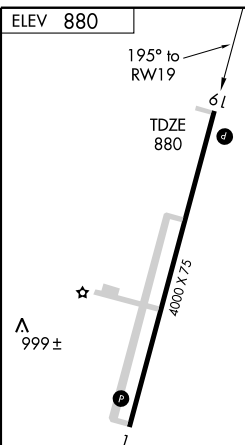
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV DA			NA	
LNAV MDA	1560-1	680 (700-1)		NA
CIRCLING	1560-1	680 (700-1)		NA



MIRL Rwy 1-19 0

APP CRS	Rwy Idg	4000
030°	TDZE	880
	Apt Elev	880

VOR/DME RWY 1

FREDERICKTOWN RGNL (H88)

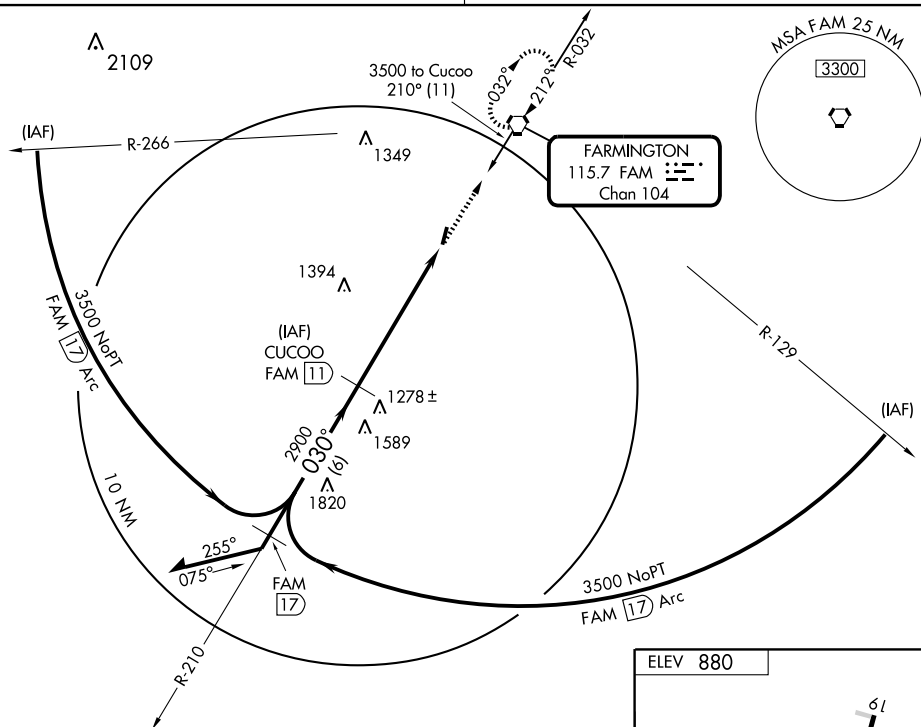


Use Farmington Regional altimeter setting.

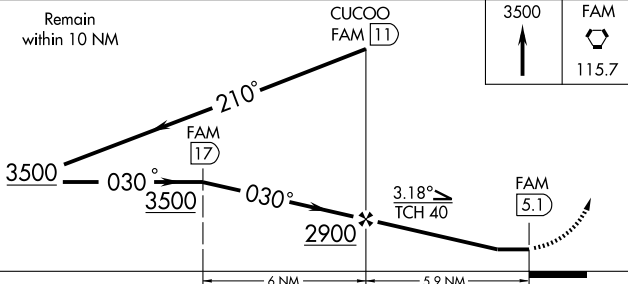
MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0

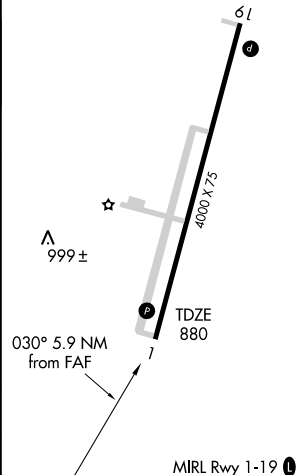


Remain within 10 NM



CATEGORY	A	B	C	D
S-1	1500-1	620 (700-1)	NA	
CIRCLING	1500-1	620 (700-1)	NA	

ELEV 880



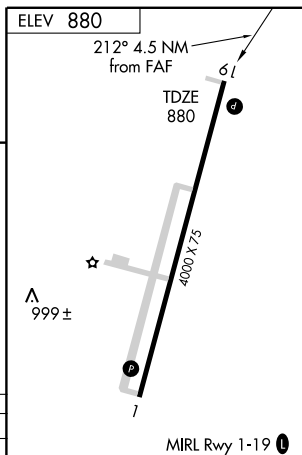
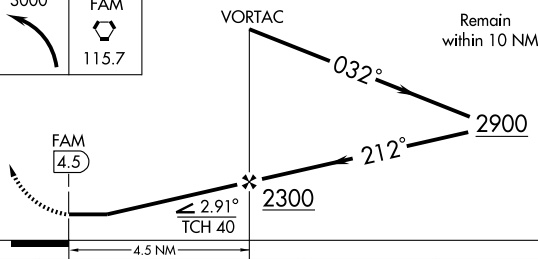
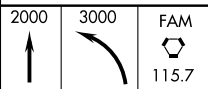
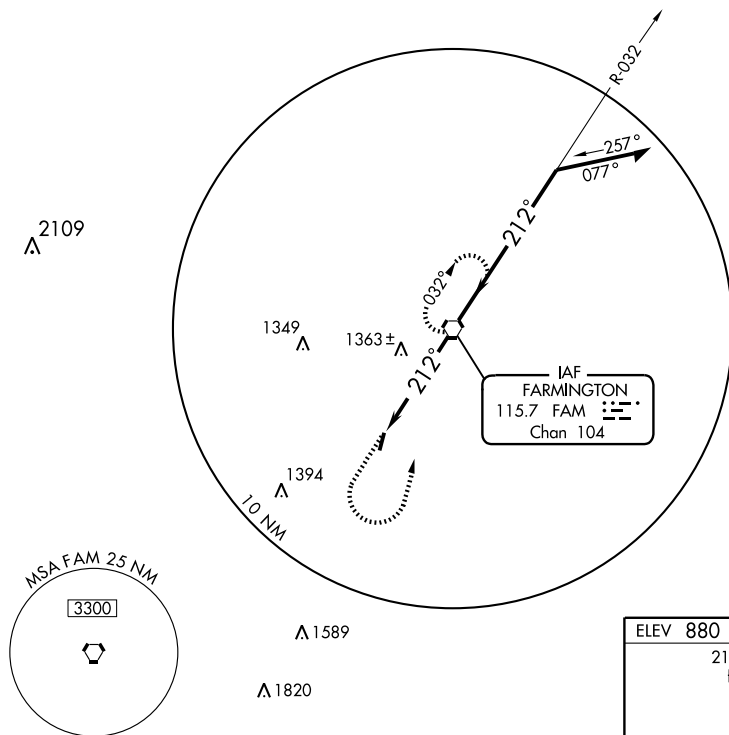
APP CRS	Rwy Idg	4000
212°	TDZE	880
	Apt Elev	880

VOR RWY 19
FREDERICKTOWN RGNL(H88)

NA Use Farmington Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

FREDERICKTOWN, MISSOURI
Amdt 1A 07354

37°36' N - 90°17' W

FREDERICKTOWN RGNL (H88)
VOR RWY 19

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

FULTON

ELTON HENSLEY MEM (FTT) 3 SW UTC-6(-5DT) N38°50.29' W92°00.16'

KANSAS CITY

886 B S4 FUEL 100LL NOTAM FILE COU

L-27B

RWY 18-36: H4000X75 (CONC) S-12.5 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0' TCH 42'. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0' TCH 39'. Trees.

RWY 06-24: H3203X47 (ASPH) S-30 MIRL

RWY 06: REIL. SAVASI(S2L)—GA 3.9' TCH 19'. Tree.

RWY 24: REIL. SAVASI(S2L)—GA 3.9' TCH 19'. Road.

RWY 12-30: 2464X100 (TURF) 0.5% up NW

RWY 12: Tree. RWY 30: P-line.

AIRPORT REMARKS: Attended 1400Z±-dusk. Parachute Jumping.

Ultralight activity on and in/ov arpt. Insufficient rwy safety area length byd Rwy 06 end, large drop off. Rwy 06-24 width variance 47-50'. Rwy 12-30 marked with large yellow cones. Rwy 18-36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt manager on 573-642-6222. Rwy 24 VASI OTS indef. Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MIZZU APP/DEP CON 124.375

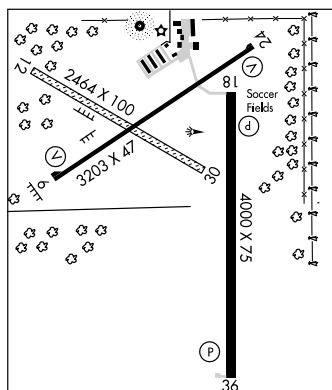
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65'

W92°13.10' 078° 10.2 NM to fld. 883/3E.

HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N38°48.65' W92°13.10' 154° 17.5 NM to fld. 920/6E.

GUTHRIE NDB (MHW) 317 FTT N38°50.57' W92°00.28' at fld. OTS indef. SHUTDOWN



GAINESVILLE MEM (H27) 2 NE UTC-6(-5DT) N36°36.75' W92°23.99'

KANSAS CITY

1070 B NOTAM FILE COU

RWY 01-19: 1895X100 (TURF) LIRL

RWY 01: Thld dsplcd 640'. Trees.

RWY 19: Thld dsplcd 400'. Trees.

RWY 16-34: 1645X60 (TURF)

RWY 16: Thld dsplcd 945'. Trees.

RWY 34: Thld dsplcd 400'. Trees.

AIRPORT REMARKS: Unattended. Ultralight and crop dusting acft on and in/ov arpt. Rwy 01-19 and Rwy 16-34 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy for Rwy 01-19.

Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16-34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thlds to rwy ends. Mobile home trailers and +4' metal fence posts along east rwy edge for the first half of Rwy 16-34. Rotating bcn located 3700' SW of Rwy 34 thld. Rwy 01-19 boundary lgts. Rwy 16-34 restricted to ldg ops only. ACTIVATE LIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE UTC-6(-5DT) N36°26.63' W89°54.23'

ST LOUIS

268 NOTAM FILE STL

L-16H

RWY 15-33: H4504X58 (ASPH)

IAP

RWY 15: Pole. RWY 33: Road.

AIRPORT REMARKS: Unattended. Rwy N-S CLOSED, used for flying of model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33 thld CLOSED. Crop dusting and ultralight acft on and in/ov arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15-33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass growing in cracks. Rwy 15 NSTD npi markings, centerline continous line. Rwy 33 NSTD basic markings centerline continous line. Rwy 15-33 width varies from 58-60'.

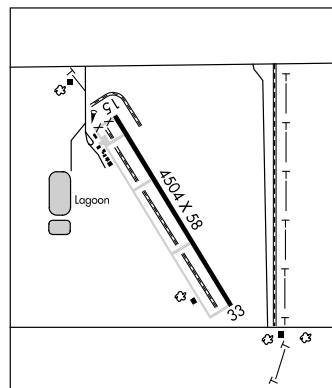
COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 174° 6.7 NM to fld. 280/3E.



APP CRS	Rwy Idg	3205
056°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 6

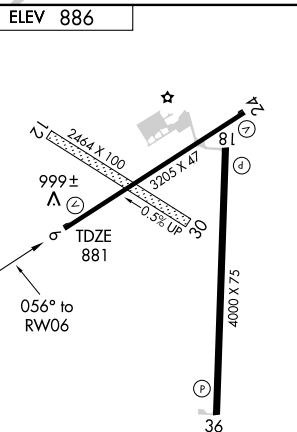
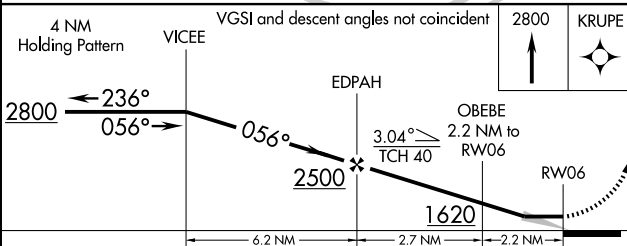
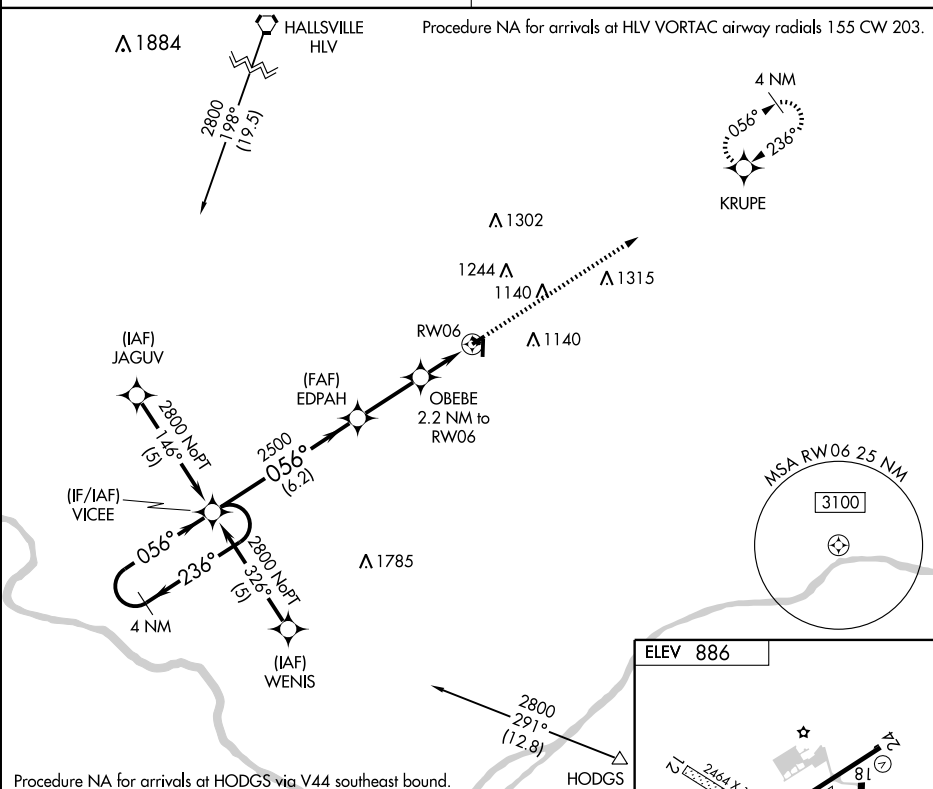
FULTON/ ELTON HENSLEY MEMORIAL (F'TT)

▽ DME/DME RNP -0.3 NA.
△ NA Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

MIZZU APP CON
124.375 353.7

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1300-1	419 (500-1)	1300-1 ¼ 419 (500-1 ¼)	NA
CIRCLING	1380-1	494 (500-1)	1380-1 ½ 494 (500-1 ½)	NA

MIRL Rwy 6-24 and 18-36
 REIL Rwy 6, 24, 18, and 36

WAAS CH 42611 W18A	APP CRS 181°	Rwy Idg TDZE 881 Apt Elev 886
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RNAV (GPS) RWY 18

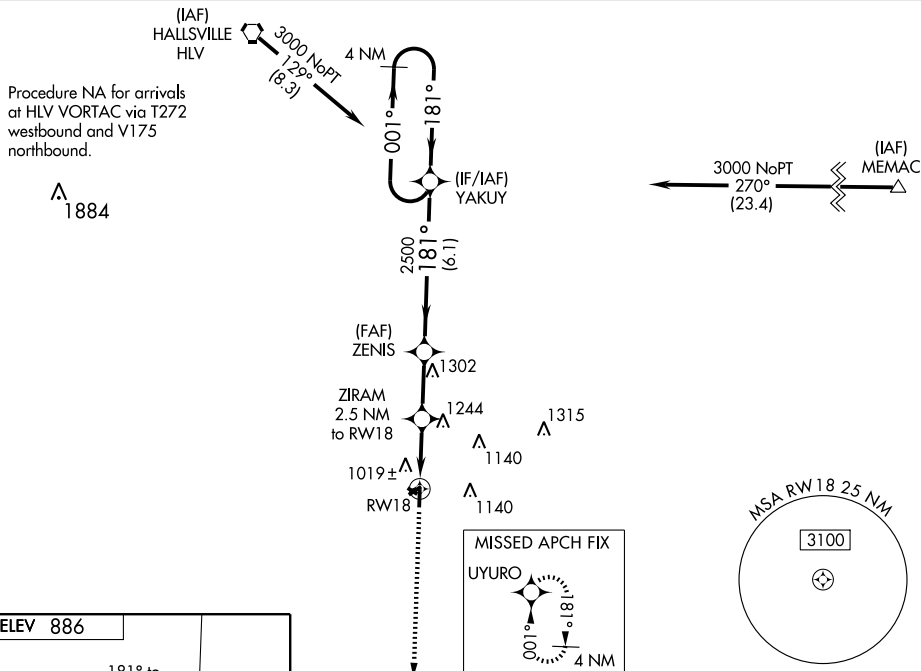
FULTON/ ELTON HENSLEY MEMORIAL (F'TT)

NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

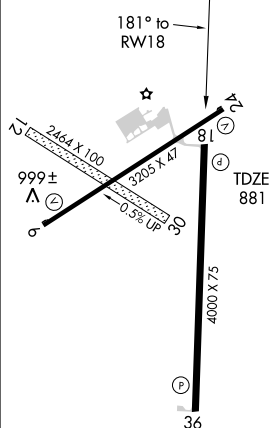
MISSED APPROACH: Climb to 3000 direct UYURO and hold.

MIZZU APP CON
124.375 353.7

UNICOM
122.7 (CTAF)



ELEV 886



MIRL Rwy 5-23 and 18-36
REIL Rwy 5, 23, 18, and 36

3000 UYURO		4 NM Holding Pattern			
*LNAV only		ZIRAM 2.5 NM to RW18	ZENIS 2500	001° → 3000 ← 181°	
RW18		*1720	2500	GS 3.00° TCH 42	
2.5 NM		2.4 NM	6.1 NM		
CATEGORY		A	B	C	D
LPV DA		1155-1 274 (300-1)			NA
LNAV/VNAV DA		1313-1½ 432 (500-1½)			NA
LNAV MDA		1520-1 639 (700-1)	1520-1¾ 639 (700-1¾)		NA
CIRCLING		1520-1 634 (700-1)	1520-1¾ 634 (700-1¾)		NA

APP CRS **236°**
 Rwy Idg **3205**
 TDZE **881**
 Apt Elev **886**

RNAV (GPS) RWY 24


FULTON/ ELTON HENSLEY MEMORIAL (F'TT)

V DME/DME RNP -0.3 NA.
Δ NA Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

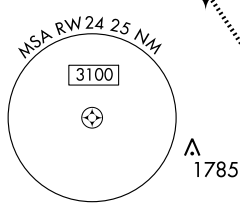
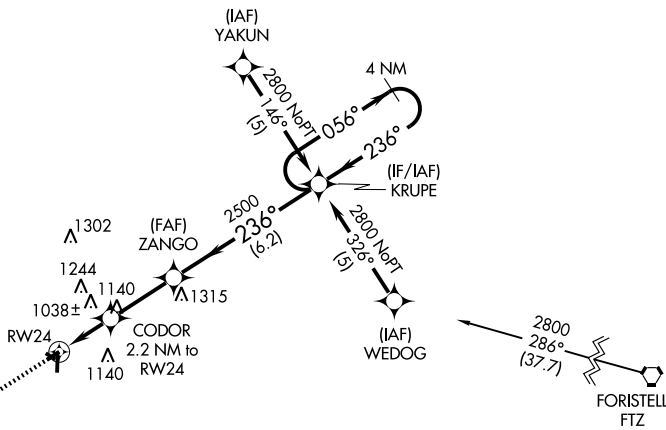
MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

MIZZU APP CON
124.375 353.7

UNICOM
122.7 (CTAF)

HALLSVILLE
 HLV  2800
 114°
 (14)

Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound.
 Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.



MISSED APCH FIX

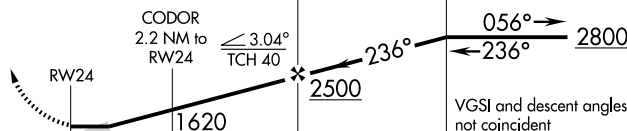


ELEV 886

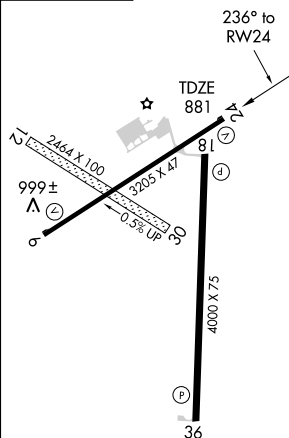


ZANGO

KRUPE 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1320-1 439 (500-1)	1320-1 439 (500-1 1/4)	1320-1 439 (500-1 1/4)	NA
CIRCLING	1380-1 494 (500-1)	1380-1 494 (500-1 1/2)	1380-1 494 (500-1 1/2)	NA



MIRL Rwy 6-24 and 18-36
 REIL Rwy 6, 24, 18, and 36

WAAS CH 86811 W36A	APP CRS 001°	Rwy Idg TDZE 881 Apt Elev 886
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RNAV (GPS) RWY 36

FULTON/ ELTON HENSLEY MEMORIAL (F'TT)

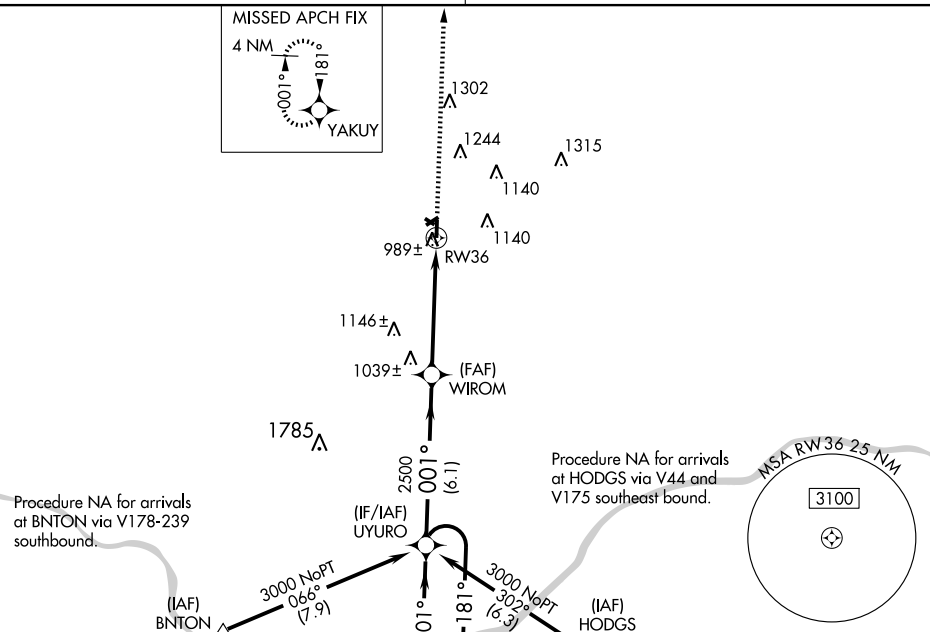
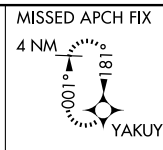
**NA**

Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

MIZZU APP CON
124.375 353.7

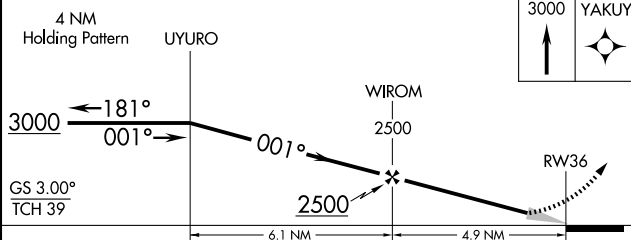
UNICOM
122.7 (CTAF)



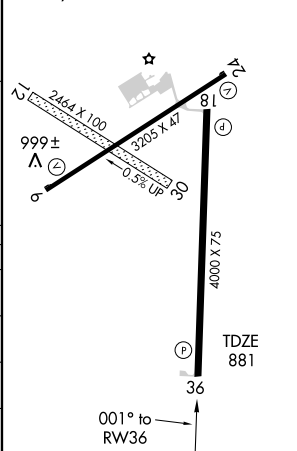
ELEV 886

MIRL Rwy 5-23 and 18-36

REIL Rwy 5, 23, 18, and 36



CATEGORY	A	B	C	D
LPV DA	1155-1	274 (300-1)		NA
LNAV/VNAV DA	1283-1½	402 (400-1½)		NA
LNAV MDA	1280-1	399 (400-1)		NA
CIRCLING	1380-1	494 (500-1)	1380-1½ 494 (500-1½)	NA



VORTAC HLV Chan 89	APP CRS 154°	Rwy Idg TDZE Apt Elev	N/A N/A 886
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VOR-A

FULTON/ ELTON HENSLEY MEMORIAL (F'TT)

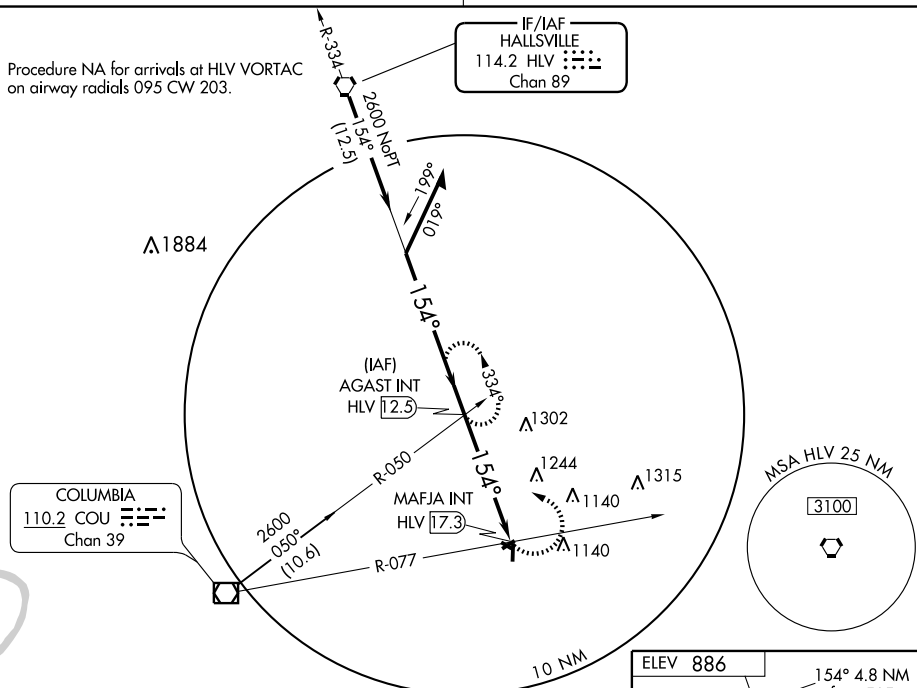
▼ Use Columbia altimeter setting; when not received use
 ▲ NA Jefferson City altimeter setting and increase all MDA
 80 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 via HLV
 VORTAC R-154 to AGAST INT/12.5 DME and hold.

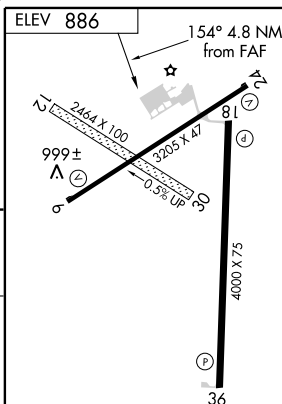
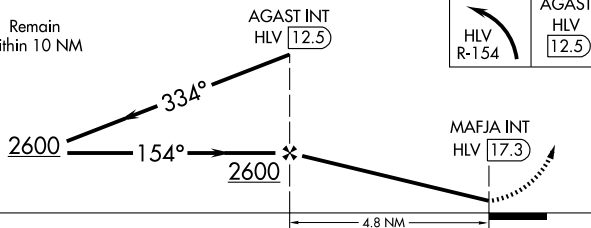
MIZZU APP CON
124.375 353.7

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at HLV VORTAC
 on airway radials 095 CW 203.



Remain
 within 10 NM



MIRL Rwy 6-24 and 18-36
 REIL Rwy 6, 24, 18, and 36

CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	1520-1	634 (700-1)	1520-1¾ 634 (700-1¾)	NA	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

FULTON

ELTON HENSLEY MEM (FTT) 3 SW UTC-6(-5DT) N38°50.29' W92°00.16'

KANSAS CITY

886 B S4 FUEL 100LL NOTAM FILE COU

L-27B

RWY 18-36: H4000X75 (CONC) S-12.5 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0' TCH 42'. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0' TCH 39'. Trees.

RWY 06-24: H3203X47 (ASPH) S-30 MIRL

RWY 06: REIL. SAVASI(S2L)—GA 3.9' TCH 19'. Tree.

RWY 24: REIL. SAVASI(S2L)—GA 3.9' TCH 19'. Road.

RWY 12-30: 2464X100 (TURF) 0.5% up NW

RWY 12: Tree. RWY 30: P-line.

AIRPORT REMARKS: Attended 1400Z±-dusk. Parachute Jumping.

Ultralight activity on and in/ov arpt. Insufficient rwy safety area length byd Rwy 06 end, large drop off. Rwy 06-24 width variance 47-50'. Rwy 12-30 marked with large yellow cones. Rwy 18-36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt manager on 573-642-6222. Rwy 24 VASI OTS indef. Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MIZZU APP/DEP CON 124.375

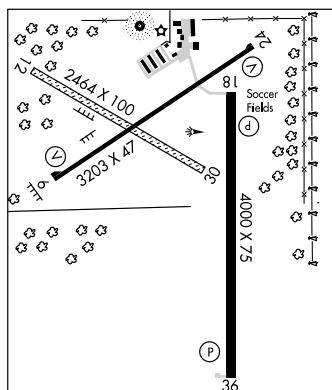
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65'

W92°13.10' 078° 10.2 NM to fld. 883/3E.

HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N38°48.65' W92°13.10' 154° 17.5 NM to fld. 920/6E.

GUTHRIE NDB (MHW) 317 FTT N38°50.57' W92°00.28' at fld. OTS indef. SHUTDOWN



GAINESVILLE MEM (H27) 2 NE UTC-6(-5DT) N36°36.75' W92°23.99'

KANSAS CITY

1070 B NOTAM FILE COU

RWY 01-19: 1895X100 (TURF) LIRL

RWY 01: Thld dsplcd 640'. Trees.

RWY 19: Thld dsplcd 400'. Trees.

RWY 16-34: 1645X60 (TURF)

RWY 16: Thld dsplcd 945'. Trees.

RWY 34: Thld dsplcd 400'. Trees.

AIRPORT REMARKS: Unattended. Ultralight and crop dusting acft on and in/ov arpt. Rwy 01-19 and Rwy 16-34 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy for Rwy 01-19.

Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16-34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thlds to rwy ends. Mobile home trailers and +4' metal fence posts along east rwy edge for the first half of Rwy 16-34. Rotating bcn located 3700' SW of Rwy 34 thld. Rwy 01-19 boundary lgts. Rwy 16-34 restricted to ldg ops only. ACTIVATE LIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE UTC-6(-5DT) N36°26.63' W89°54.23'

ST LOUIS

268 NOTAM FILE STL

L-16H

RWY 15-33: H4504X58 (ASPH)

IAP

RWY 15: Pole. RWY 33: Road.

AIRPORT REMARKS: Unattended. Rwy N-S CLOSED, used for flying of model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33 thld CLOSED. Crop dusting and ultralight acft on and in/ov arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15-33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass growing in cracks. Rwy 15 NSTD npi markings, centerline continous line. Rwy 33 NSTD basic markings centerline continous line. Rwy 15-33 width varies from 58-60'.

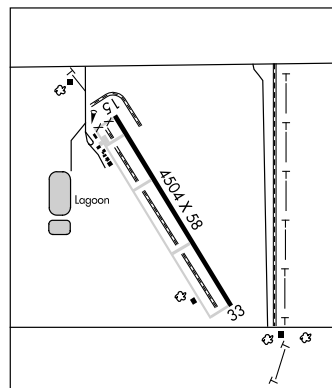
COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 174° 6.7 NM to fld. 280/3E.



VORTAC MAW 111.2 Chan 49	APP CRS 175°	Rwy Idg 4504 TDZE 268 Apt Elev 268
--	------------------------	---

VOR or GPS RWY 15
GIDEON MEMORIAL (M85)

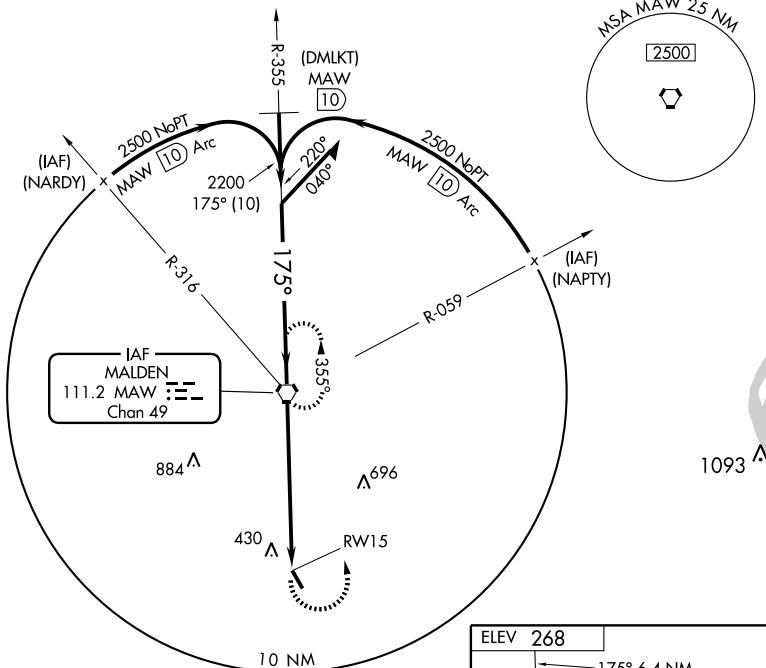
A NA	Procedure not authorized at night. Use Dyersburg, TN altimeter setting.
-------------	--

MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.

DYERSBURG AWOS-3
135.625

MEMPHIS CENTER
133.65 292.15

CTAF
122.9



Remain
within 10 NM

Remain within 10 NM

VORTAC

35°

175°

2200

2200

2200	MAW
	
	111.2

RW15
MAW
6.4

A horizontal line representing a DNA molecule, with a double-headed arrow below it indicating a length of 6.4 NM. To the right of this line is a vertical scale bar with a double-headed arrow and the label 100 NM.

CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1½ 552 (600-1½)	820-1¾ 552 (600-1¾)
CIRCLING	860-1	592 (600-1)	860-1½ 592 (600-1½)	860-2 592 (600-2)

ELEV 268

— 175° 6.4 NM
from FAF

TDZE
268

4504 X 58

33

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

VOR or GPS RWY 15

GOLDEN VALLEY N38°21.54' W93°41.08' NOTAM FILE COU
NDB (MHW) 388 GLY at Clinton Mem.

KANSAS CITY
L-27A

GOULD PETERSON MUNI (See TARKIO)

GRAIN VALLEY

EAST KANSAS CITY (3GV) O N UTC-6(-5DT) N39°00.93' W94°12.80'

KANSAS CITY
L-27A, A
IAP

835 B S2 FUEL 100LL, JET A NOTAM FILE COU

RWY 09-27: H4501X44 (ASPH-AFSC) S-11 RWY LGTS (NSTD)

RWY 09: REIL. VASI(V4L)—GA 3.5° TCH 46'. Thld dsplcd 300'.

Railroad. Rgt tfc.

RWY 27: VASI(V4L)—GA 3.5° TCH 46'. Railroad.

RWY 05-23: H2200X20 (ASPH) S-11 0.7% up NE

RWY 05: Railroad. **RWY 23:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1400Z†-dusk. Numerous objects affecting navigable airspace around each rwy. Exercise caution when using this facility. NSTD rwy safety area lengths byd each rwy end.

Insufficient lengths, incorrect terrain grades. No rwy safety area byd Rwy 27 and Rwy 05 ends. Migratory waterfowl on and in/ov arpt.

Rwy 09-27 cracks with grass and weeds growing in them.

Rwy 05-23 steep slope 60-235' NE of Rwy 05 thld. Rwy 05 and

Rwy 23 NSTD npi markings; small numbers; no thld bars and

incorrect size and spacing of centerline. Rwy 05 NSTD basic

markings; small numbers; incorrect size and spacing of

centerline. Rwy 05-23 width variance 20-25'. Rwy 09 NSTD

dsplcd thld markings; small arrow head; incorrect spacing of

arrows and thld bar. Rwy 09-27 NSTD precision instrument rwy

markings; no aiming point; small rwy thld; touchdown and

centerline markings and incorrect spacing. Rwy 09-27 NSTD MIRL; no yellow edge lgts last 2000' Rwy 09 and

Rwy 27 all edge lgts located 13-15' from pavement edge; only 6 thld lgts Rwy 27 and located 18-20' East of

thld. Rwy 09-27 width variance 44-45'. ACTIVATE MIRL Rwy 09-27, VASI Rwy 09 and Rwy 27, REIL

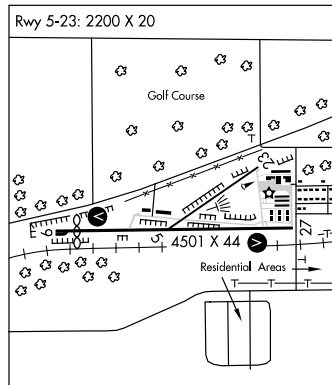
Rwy 09—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **KANSAS CITY APP/DEP CON 118.4 CLNC DEL 121.3**

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 213° 6.2 NM to fld. 878/7E.



GRAND GLAIZE—OSAGE BEACH (See OSAGE BEACH)

GREENSFIELD (See MOSCOW MILLS)

GUTHRIE N38°50.57' W92°00.28' NOTAM FILE COU.

KANSAS CITY
L-27B

NDB (MHW) 317 FTT at Elton Hensley Mem. OTS indef. SHUTDOWN

HALLSVILLE N39°06.81' W92°07.69' NOTAM FILE COU.

KANSAS CITY
H-5D, L-27B

(L) VORTAC 114.2 HLV Chan 89 074° 14.7 NM to Mexico Mem. 920/6E.

RCO 122.1R 114.2T (COLUMBIA RADIO)

APP CRS **088°**
Rwy ldg **4206**
TDZE **818**
Apt Elev **835**

GPS RWY 9

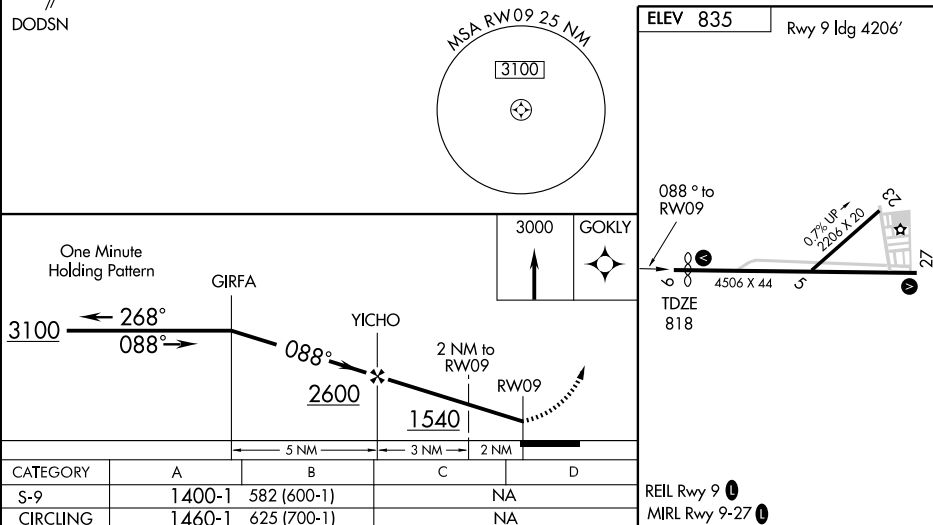
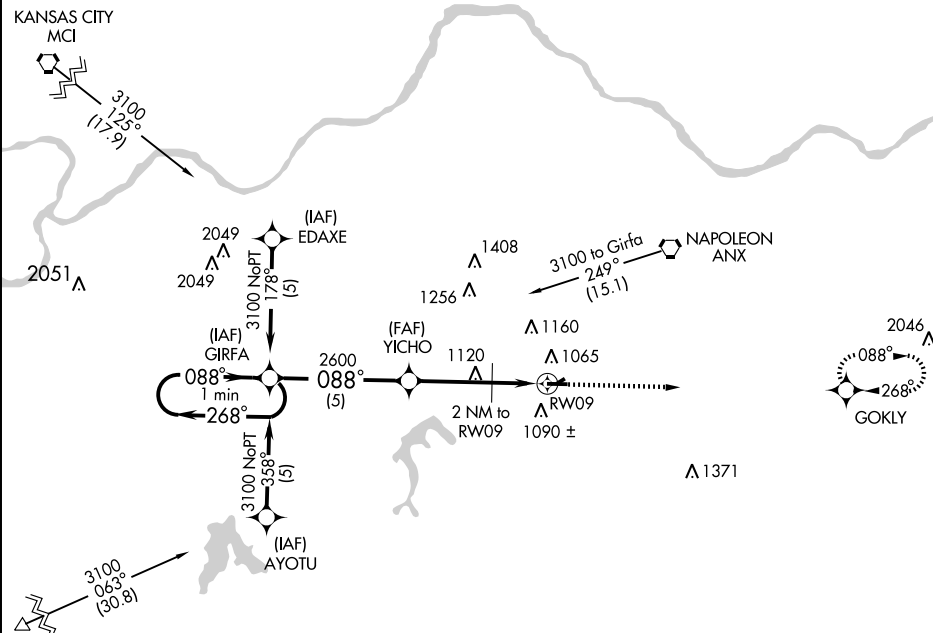
GRAIN VALLEY/ EAST KANSAS CITY (3GV)

▲ NA Use Charles B. Wheeler Downtown Airport altimeter setting. MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON
118.4 294.7

CLNC DEL
121.3

UNICOM
122.8 (CTAF) 0



APP CRS
268°

Rwy Idg	4506
TDZE	818
Apt Elev	835

GPS RWY 27

GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.

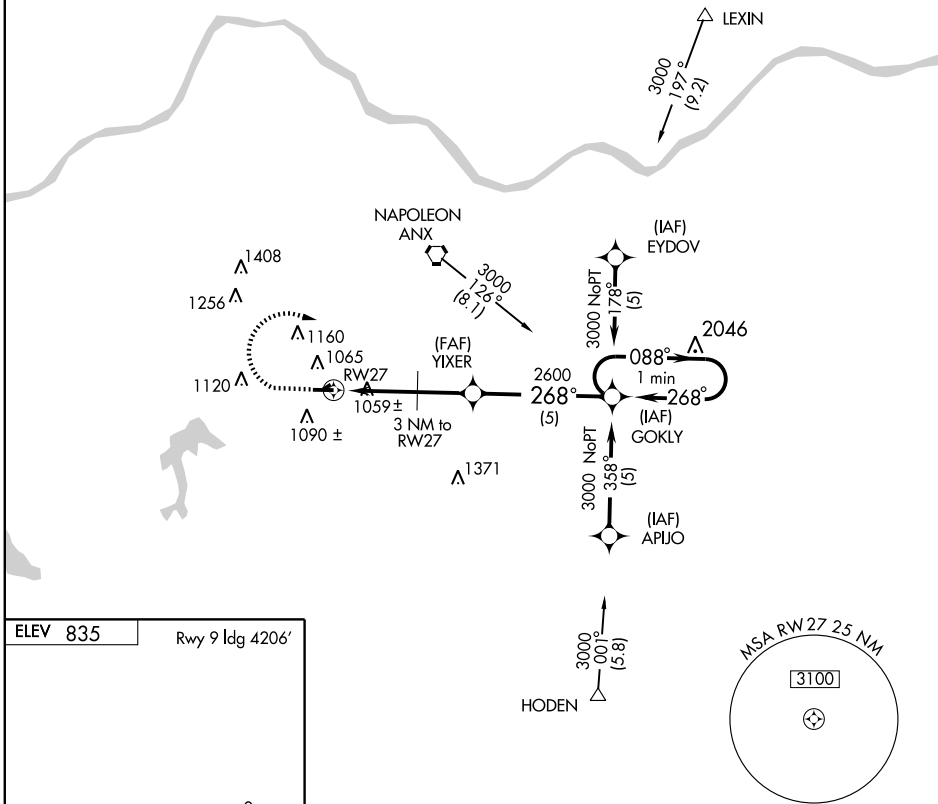
A NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON
118.4 294.7

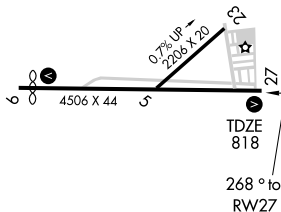
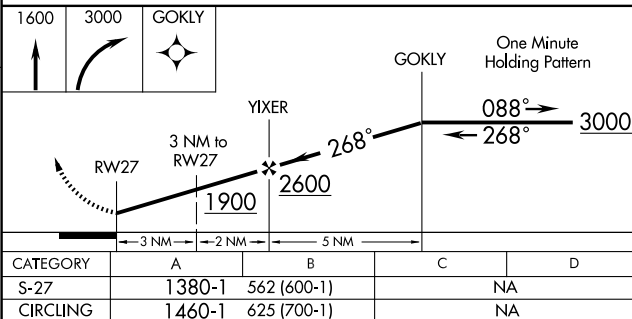
CLNC DEL
121.3

UNICOM
122.8 (CTAF) **L**



ELEV 835

Rwy 9 ldg 4206'

REIL Rwy 9 **L**MIRL Rwy 9-27 **L**

GRAIN VALLEY, MISSOURI

Orig 07074

GRAIN VALLEY/EAST KANSAS CITY (3GV)

39°01'N-94°13'W

GPS RWY 27

VORTAC ANX
114.0
Chan **87**

APP CRS
264°

Rwy Idg
TDZE
Apt Elev
4506
818
835

VOR/DME RNAV RWY 27
GRAIN VALLEY/EAST KANSAS CITY (3GV)

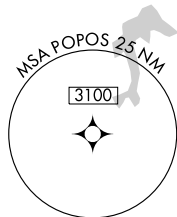
NA Use Charles B. Wheeler Downtown Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

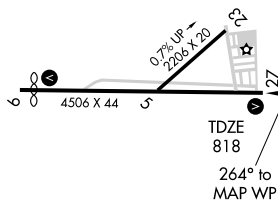
KANSAS CITY APP CON
118.4 294.7

CLNC DEL
121.3

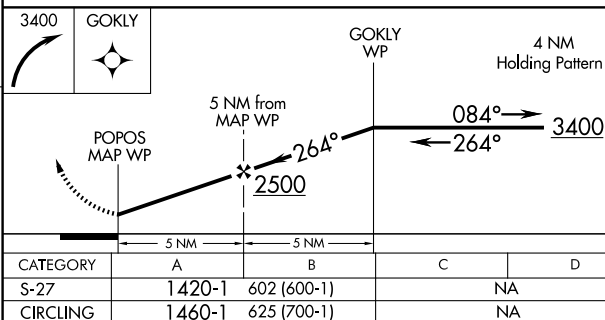
UNICOM
122.8 (CTAF) 0



ELEV 835



REIL Rwy 9 **0**
MIRL Rwy 9-27 **0**



GRAIN VALLEY, MISSOURI
Amdt 2A 10294

GRAIN VALLEY/EAST KANSAS CITY (3GV)
39°01'N-94°13'W
VOR/DME RNAV RWY 27

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ANX 114.0 Chan 87	APP CRS 212°	Rwy Idg TDZE Apt Elev 2206 835 835
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VOR or GPS RWY 23

GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.

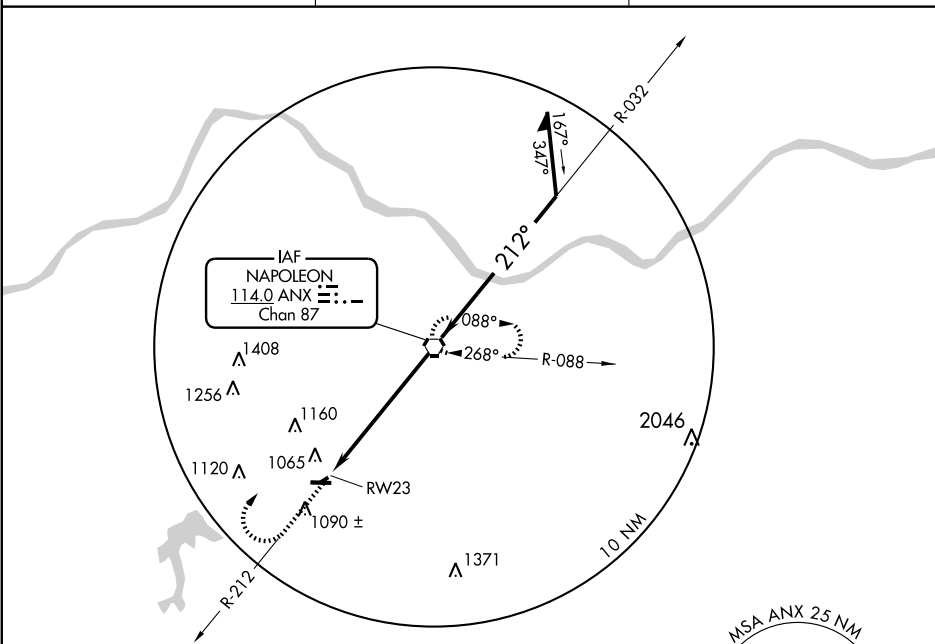
▲ NA

MISSED APPROACH: Climb to 1600 via ANX R-212 then
climbing right turn to 2900 direct ANX VORTAC and hold.

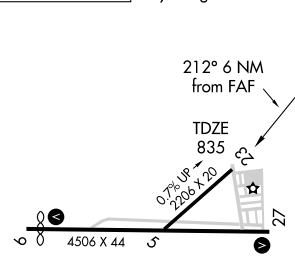
KANSAS CITY APP CON
118.4 294.7

CLNC DEL
121.3

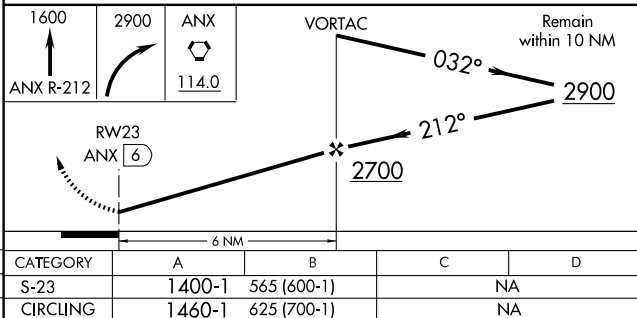
UNICOM
122.8 (CTAF) **0**



ELEV 835 Rwy 9 Idg 4206'



REIL Rwy 9 **0**
MIRL Rwy 9-27 **0**



HANNIBAL RGNL (HAE) 4 NW UTC-6(-5DT) N39°43.51' W91°26.63'

KANSAS CITY

769 B S4 FUEL 100LL JET A NOTAM FILE STL

L-27B

RWY 17-35: H4400X100 (CONC) S-12 MIRL

IAP

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. Maintain clear of hospital area when departing Rwy 17. ACTIVATE MIRL Rwy 17-35, REIL

Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.775 (573) 221-2584.**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 135.525

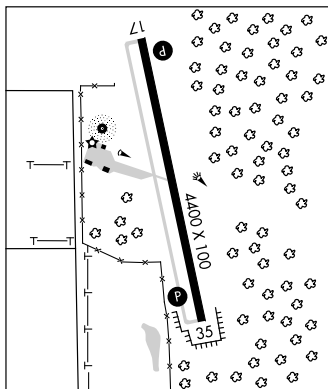
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88'

W91°16.74' 221° 10.6 NM to fld. 710/5E. HIWAS.

NDB (MHW) 411 HAE N39°43.64' W91°26.91' at fld.

NOTAM FILE STL.

**HARRISONVILLE****LAWRENCE SMITH MEM** (LRY) 3 S UTC-6(-5DT) N38°36.61' W94°20.61'

KANSAS CITY

915 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 17-35: H4000X75 (ASPH) S-12.5, MIRL 1.0% up N

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. Tree. Rgt tfc.

RWY 35: PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

RWY 35: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat-Sun irregularly. 24-hr self svc fuel. Be alert to parachute ops on and in/ov arpt. Air ambulance helicopter ops on and in/ov arpt.

Ultralights on and in/ov arpt. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

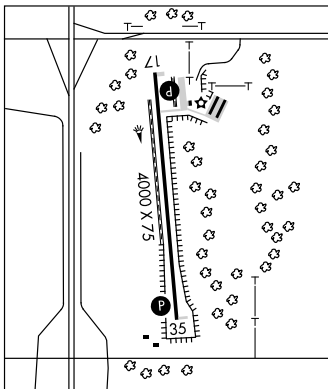
WEATHER DATA SOURCES: AWOS-3 119.975 (816) 380-5936.**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 125.55

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33'

W94°29.29' 012° 21.4 NM to fld. 890/7E. HIWAS.

**HARRY S TRUMAN DAM AND RESERVOIR SPB** (See WARSAW)**HARRY S. TRUMAN RGNL** (See BATES CITY)**HAYTI****MID CONTINENT** (M28) 2 E UTC-6(-5DT) N36°13.46' W89°43.73'

ST LOUIS

268 S4 NOTAM FILE STL

RWY 18-36: 3420X175 (TURF)

RWY 18: Thld dsplcd 305'. Sign.

RWY 36: Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat 1400-1800Z±. Crop dusting acct on and in/ov arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18-36 north 475' of rwy 155' wide. Rwy 18-36 625' by 20' asph 450' south of Rwy 18 thld 20' to 5' east of centerline. Rwy 18-36 white non-frangible reflectors mark edge of rwy, rwy ends not marked.

COMMUNICATIONS: CTAF 122.9

HAE NDB
411APP CRS
339°

Rwy Idg	4400
TDZE	769
Apt Elev	769

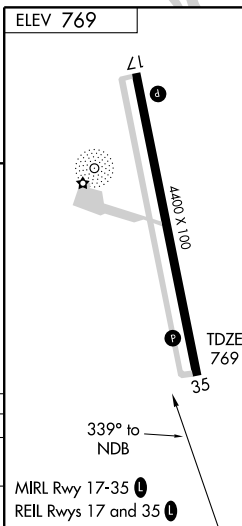
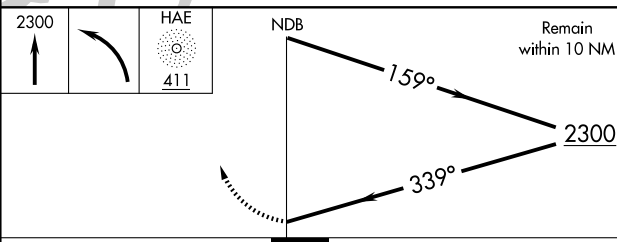
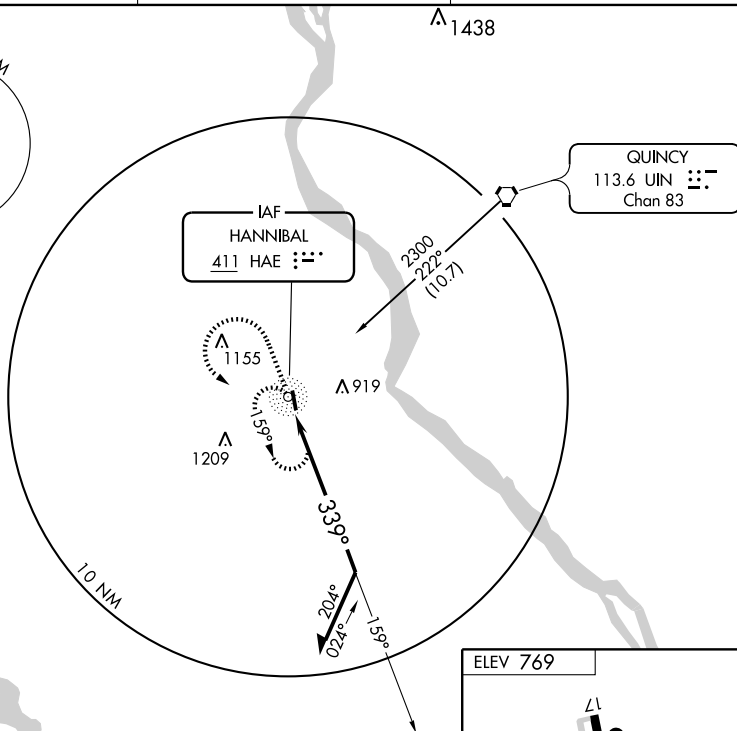
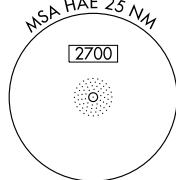
NDB RWY 35
HANNIBAL RGNL (HAE)

T	Visibility reduction by helicopters NA.
A NA	When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

AWOS-3
120.775

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-35	1380-1 611 (700-1)		1380-1 ³ / ₄ 611 (700-1 ³ / ₄)	NA
CIRCLING	1380-1 611 (700-1)		1380-1 ³ / ₄ 611 (700-1 ³ / ₄)	NA

HANNIBAL, MISSOURI

Amdt 4 09127

HANNIBAL RGNL (HAE)

NDB RWY 35

39°43' N - 91°27' W

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

WAAS CH 62812 W17A	APP CRS 170°	Rwy Idg 4400 TDZE 769 Apt Elev 769
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RNAV (GPS) RWY 17

HANNIBAL RGNL (H.A.E.)

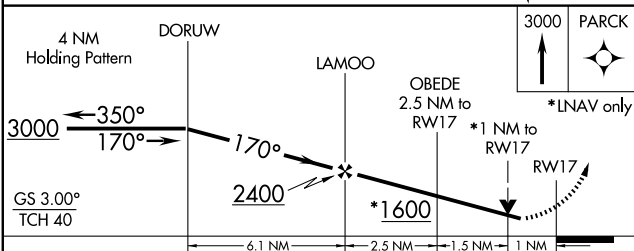
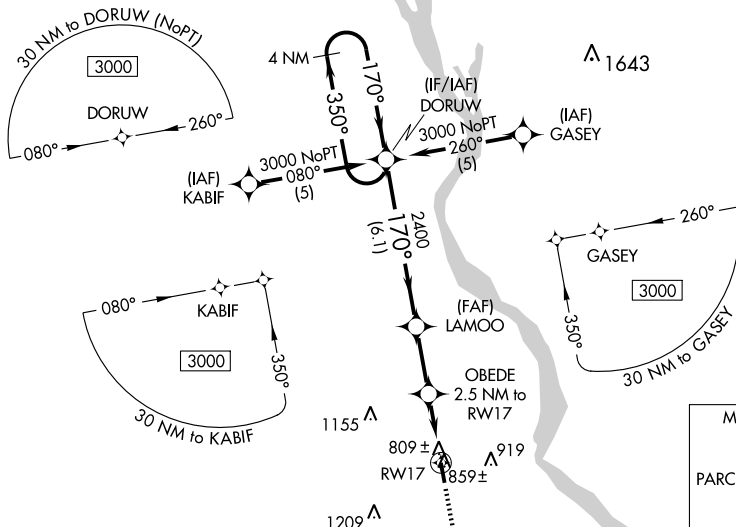
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.
 Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000
direct PARCK and hold.

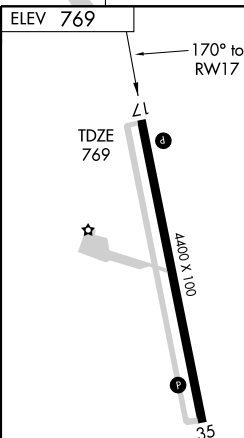
AWOS-3
120.775

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1079-1¼	310 (400-1¼)		NA
LNAV MDA	1120-1	351 (400-1)		NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA



MIRL Rwy 17-35 ①
 REIL Rwy 17 and 35 ①

WAAS CH 72612 W35A	APP CRS 350°	Rwy Idg 4400 TDZE 769 Apt Elev 769
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RNAV (GPS) RWY 35

HANNIBAL RGNL (H.A.E.)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
△ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
 Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

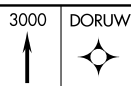
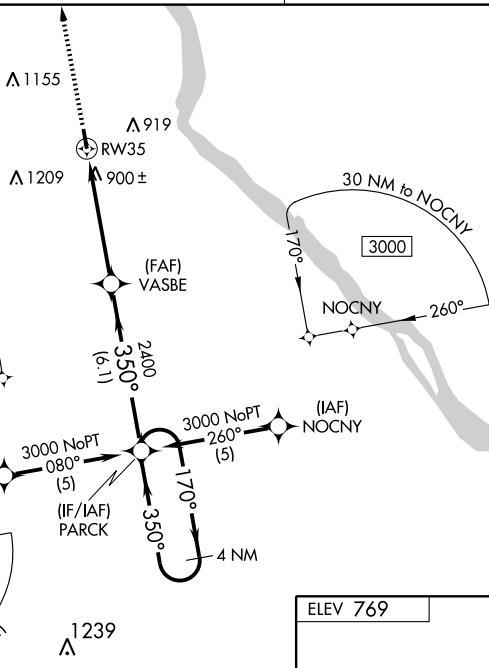
MISSED APPROACH: Climb to 3000
direct DORUW and hold.

AWOS-3
120.775

KANSAS CITY CENTER
135.525 319.9

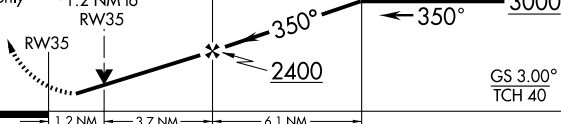
UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



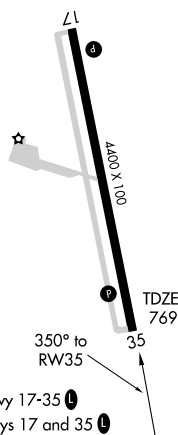
*LNAV only

*1.2 NM to RW35



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1242-1¾	473 (500-1¾)		NA
LNAV MDA	1200-1	431 (500-1)	1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA

ELEV 769



VORTAC UIN
113.6
Chan **83**

APP CRS
221°

Rwy Idg	
TDZE	
Apt Elev	

N/A
N/A
769

VOR/DME-A
HANNIBAL RGNL (HAE)



When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

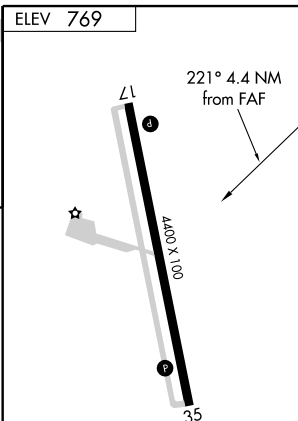
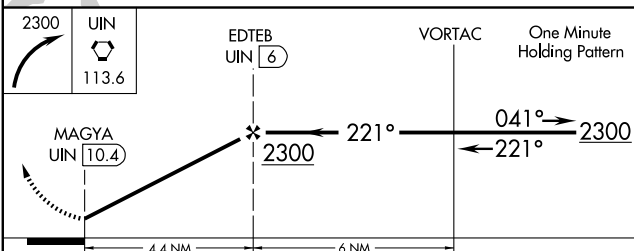
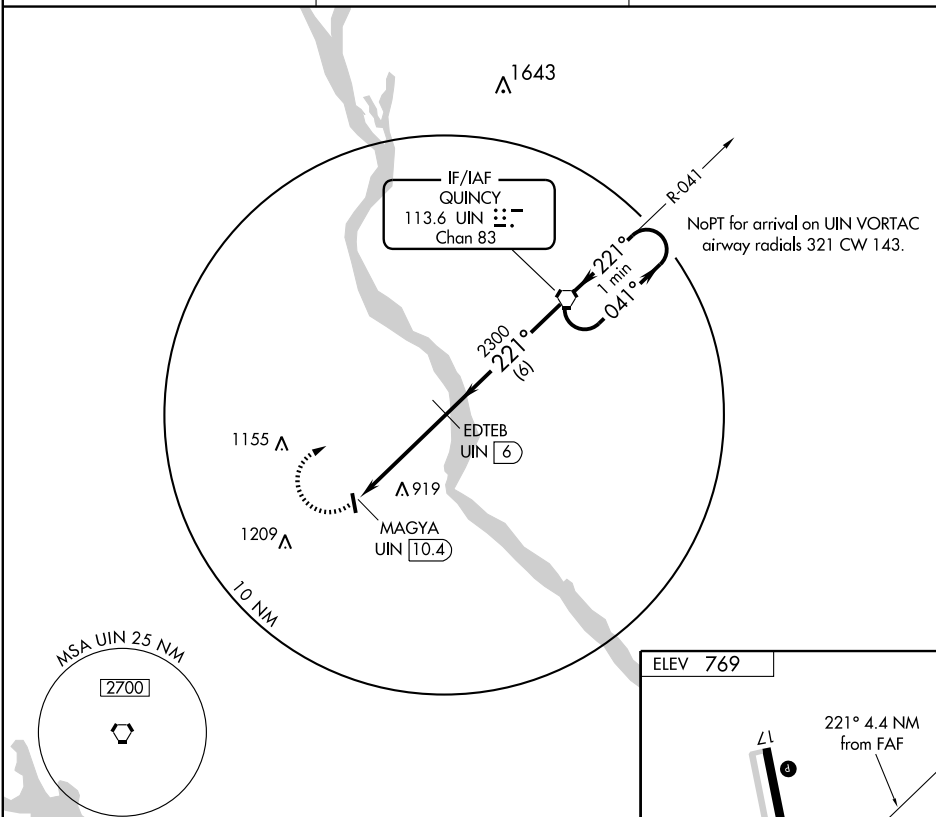


MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

AWOS-3
120.775

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
CIRCLING	1300-1 531 (600-1)		1300-1½ 531 (600-1½)	NA

MIRL Rwy 17-35 **L**
REIL Rwy 17 and 35 **L**

HANNIBAL RGNL (HAE) 4 NW UTC-6(-5DT) N39°43.51' W91°26.63'

KANSAS CITY

769 B S4 FUEL 100LL JET A NOTAM FILE STL

L-27B

RWY 17-35: H4400X100 (CONC) S-12 MIRL

IAP

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. Maintain clear of hospital area when departing Rwy 17. ACTIVATE MIRL Rwy 17-35, REIL

Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.775 (573) 221-2584.**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 135.525

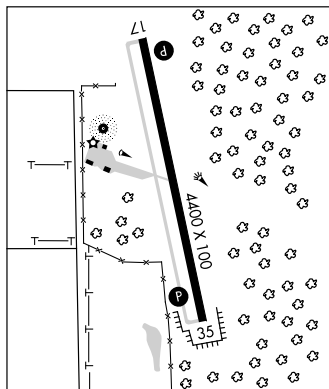
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88'

W91°16.74' 221° 10.6 NM to fld. 710/5E. HIWAS.

NDB (MHW) 411 HAE N39°43.64' W91°26.91' at fld.

NOTAM FILE STL.

**HARRISONVILLE****LAWRENCE SMITH MEM** (LRY) 3 S UTC-6(-5DT) N38°36.61' W94°20.61'

KANSAS CITY

915 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 17-35: H4000X75 (ASPH) S-12.5, MIRL 1.0% up N

IAP

RWY 17: PAPI(P4L)—GA 4.0° TCH 27'. Tree. Rgt tfc.

RWY 35: PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

RWY 35: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat-Sun irregularly. 24-hr self svc fuel. Be alert to parachute ops on and in/ov arpt. Air ambulance helicopter ops on and in/ov arpt.

Ultralights on and in/ov arpt. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

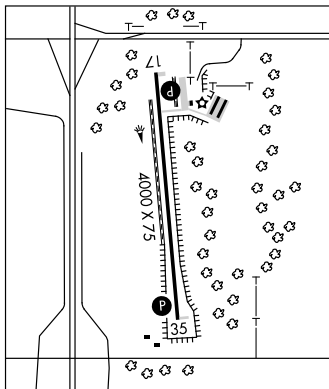
WEATHER DATA SOURCES: AWOS-3 119.975 (816) 380-5936.**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 125.55

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33'

W94°29.29' 012° 21.4 NM to fld. 890/7E. HIWAS.

**HARRY S TRUMAN DAM AND RESERVOIR SPB** (See WARSAW)**HARRY S. TRUMAN RGNL** (See BATES CITY)**HAYTI****MID CONTINENT** (M28) 2 E UTC-6(-5DT) N36°13.46' W89°43.73'

ST LOUIS

268 S4 NOTAM FILE STL

RWY 18-36: 3420X175 (TURF)

RWY 18: Thld dsplcd 305'. Sign.

RWY 36: Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat 1400-1800Z±. Crop dusting acct on and in/ov arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18-36 north 475' of rwy 155' wide. Rwy 18-36 625' by 20' asph 450' south of Rwy 18 thld 20' to 5' east of centerline. Rwy 18-36 white non-frangible reflectors mark edge of rwy, rwy ends not marked.

COMMUNICATIONS: CTAF 122.9

APP CRS 173°	Rwy Idg 4000
	TDZE 915
	Apt Elev 915

RNAV (GPS) RWY 17

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

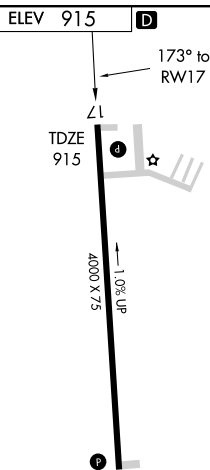
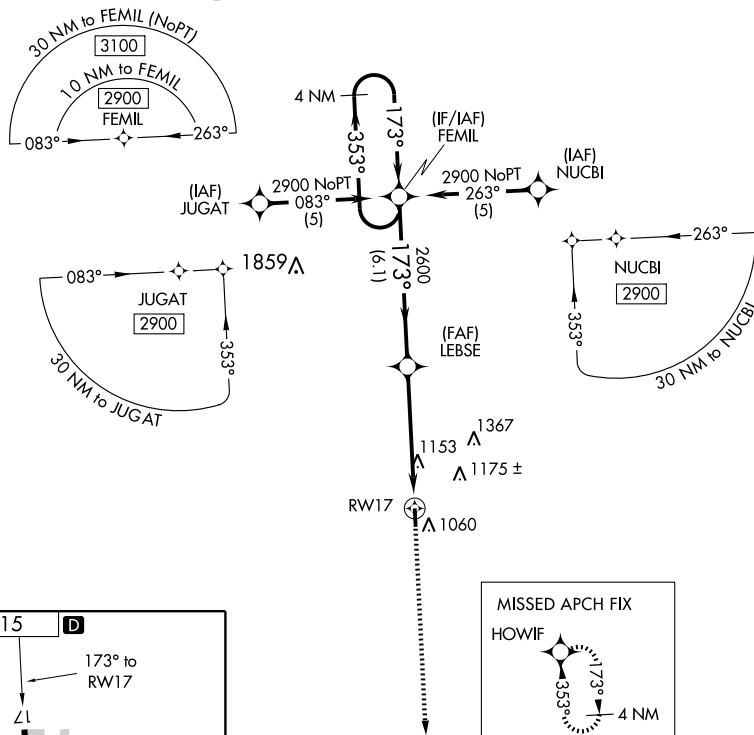
V When local altimeter setting not received, use Charles B. Wheeler Downtown
A alimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile.
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
 When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to
 2600 direct HOWIF and hold.

AWOS-3
119.975

KANSAS CITY CENTER
125.55 327.0

UNICOM
123.0 (CTAF) 0

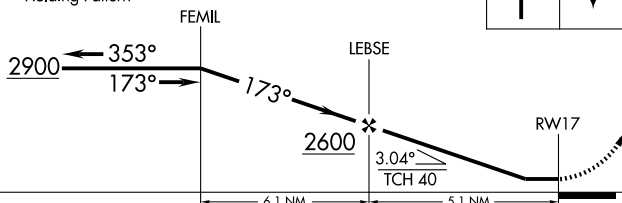


MRL Rwy 17-35 0

MISSED APCH FIX
 HOWIF

VGSI and descent angles not coincident.

4 NM
 Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1420-1	505 (600-1)	1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

WAAS CH 69406 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	4000 900 915
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RNAV (GPS) RWY 35

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

▼ BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
 ▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

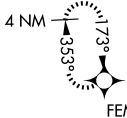
MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

AWOS-3
119.975

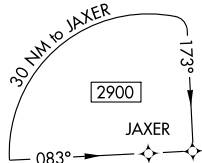
KANSAS CITY CENTER
125.55 327.0

UNICOM
123.0 (CTAF) 0

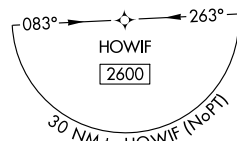
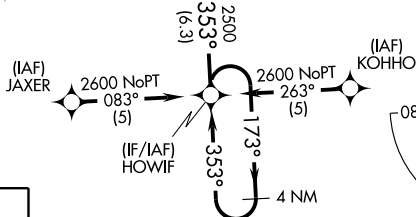
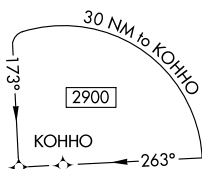
MISSED APCH FIX



▲ 1545

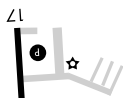


RW35
1070 ±
962 ±
COGNA
1.9 NM to RW35
1095 ± ▲
(FAF) ALFUN



ELEV 915

D



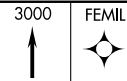
4000 X 75
1.0% UP

TDZE
900

35

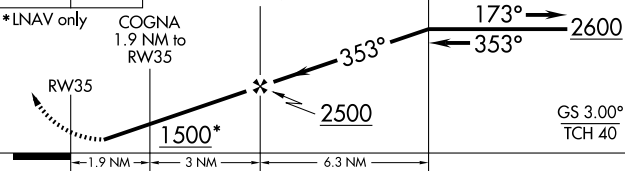
353° to RW35

MIRL Rwy 17-35 0



VGSI and RNAV glidepath not coincident

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1176-1 276 (300-1)			NA
LNAV/VNAV DA	1330-1 ¾ 430 (500-1 ¾)			NA
LNAV MDA	1320-1	420 (500-1)	1320-1 ¼ 420 (500-1 ¼)	NA
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1 ½ 545 (600-1 ½)	NA

VORTAC BUM 115.9 Chgn 106	APP CRS 012°	Rwy Idg 4000 TDZE 900 Apt Elev 915
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VOR/DME RWY 35

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

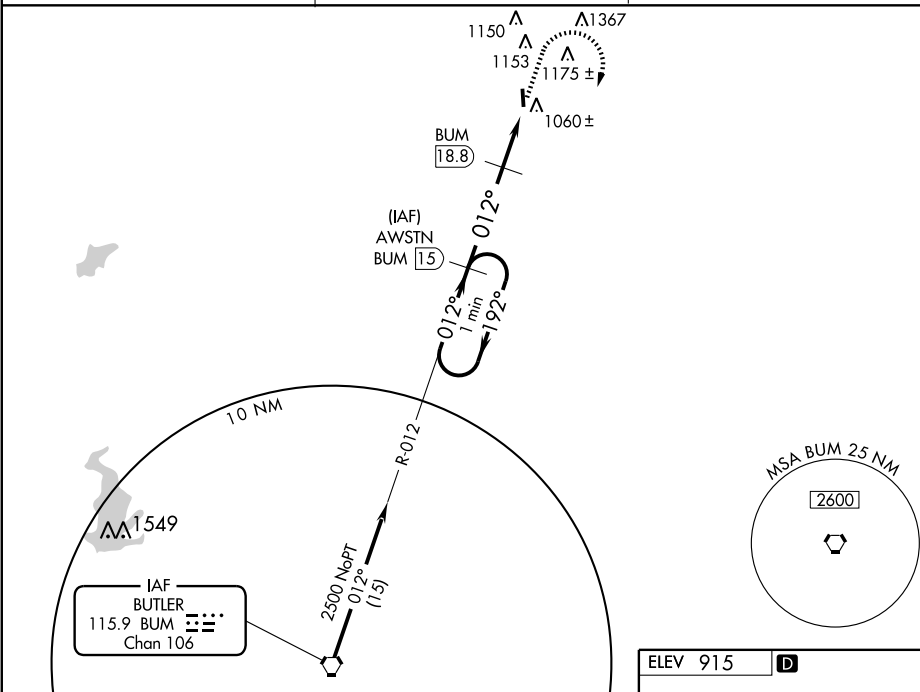
T	Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.
A NA	

MISSED APPROACH: Climb to 2500 then right turn via heading 220° and R-012 to AIRSTN and hold.

AWOS-3
119.975

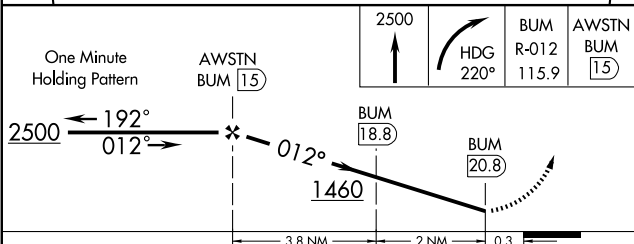
KANSAS CITY CENTER
125.55 327.0

UNICOM
123.0 (CTAF) **L**



NC-3. 21 OCT 2010 to 18 NOV 2010

ELEV 915	D
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CATEGORY	A	B	C	D
S-35	1320-1 420 (500-1)	1320-1¼ 420 (500-1¼)	1320-1½ 420 (500-1½)	NA
CIRCLING	1420-1 505 (600-1)	1500-1¼ 585 (600-1¼)	1500-1½ 585 (600-1½)	NA
CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS				
S-35	1400-1 500 (500-1)	1400-1¼ 500 (500-1¼)	1400-1½ 500 (500-1½)	NA
CIRCLING	1520-1 605 (700-1)	1600-1¼ 685 (700-1¼)	1600-1½ 685 (700-1½)	NA

MIRL Rwy 17-35 **L**

HARRISONVILLE, MISSOURI
Orig-A 08325

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)
38°37'N-94°21'W VOP/DME RWY 35

VOR/DME RWY 35

NC-3, 21 OCT 2010 to 18 NOV 2010

HERMANN MUNI (63M) 3 NW UTC-6(-5DT) N38°42.31' W91°29.43'

KANSAS CITY
L-27B

507 B NOTAM FILE STL

RWY 07-25: H3198X50 (ASPH) MIRL

RWY 25: PAPI(P2L)—GA 3.0° TCH 20'. P-line. Rgt tfc.

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Be alert to large agricultural irrigation system during spring and summer months, approximately 300'-400' from Rwy 25 end. NSTD rwy safety area clearing beyond each rwy end, road and crops at Rwy 25 end, crops at Rwy 07 end. ACTIVATE MIRL Rwy 07-25 and PAPI Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66' W90°58.27' 267° 24.4 NM to fld. 818/5E.

HIGGINSVILLE INDUSTRIAL MUNI (HIG) 2 E UTC-6(-5DT) N39°04.35' W93°40.64'

KANSAS CITY
L-27A
IAP

840 B S4 FUEL 100LL NOTAM FILE COU

RWY 16-34: H4400X75 (ASPH) S-12.5, D-16 MIRL

1.0% up NW

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Ground.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA-4400 TODA-4400 ASDA-4400 LDA-4400

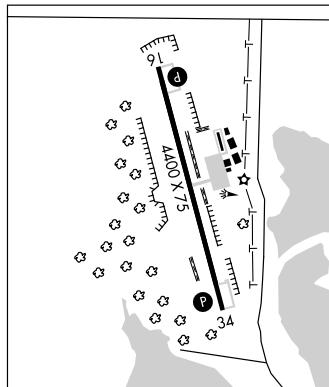
RWY 34: TORA-4400 TODA-4400 ASDA-4400 LDA-4400

AIRPORT REMARKS: Attended Sep-Apr 1400-2300Z†, May-Aug 1300-0100Z†. For svc after hrs, call numbers posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL RWY 16-34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73'
W94°07.73' 087° 21.1 NM to fld. 878/7E.



HORNERSVILLE MEM (37M) 2 W UTC-6(-5DT) N36°02.46' W90°09.05'

ST LOUIS

248 B NOTAM FILE STL

RWY 18-36: H2648X47 (ASPH)

RWY 18: P-line. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Rwy 18-36 daytime ops only. Night ops not recommended at this arpt. Be alert to large irrigation system on west side of rwy. Crop dusting operations on and invof arpt. Rwy 18-36 width variance 47-50'. Rotating beacon OTS indefinitely.

COMMUNICATIONS: CTAF 122.9

WAAS CH 86601 W16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	4400 840 840
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RNAV (GPS) RWY 16

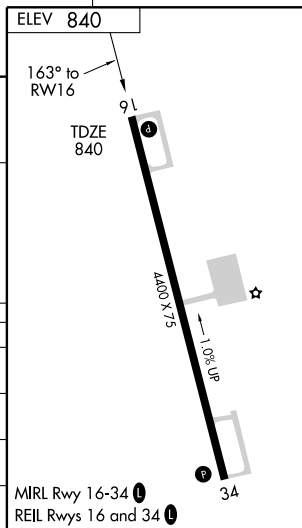
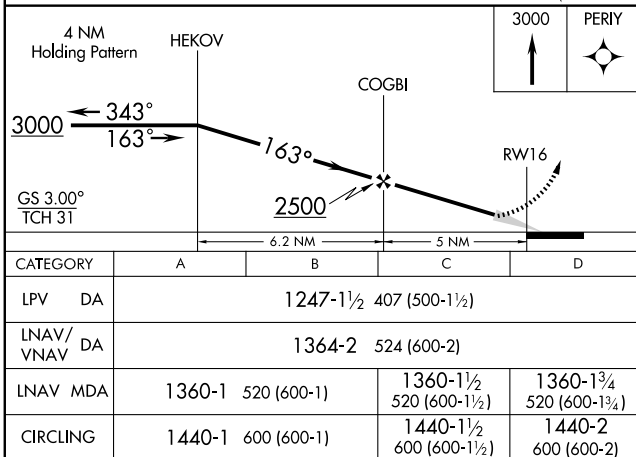
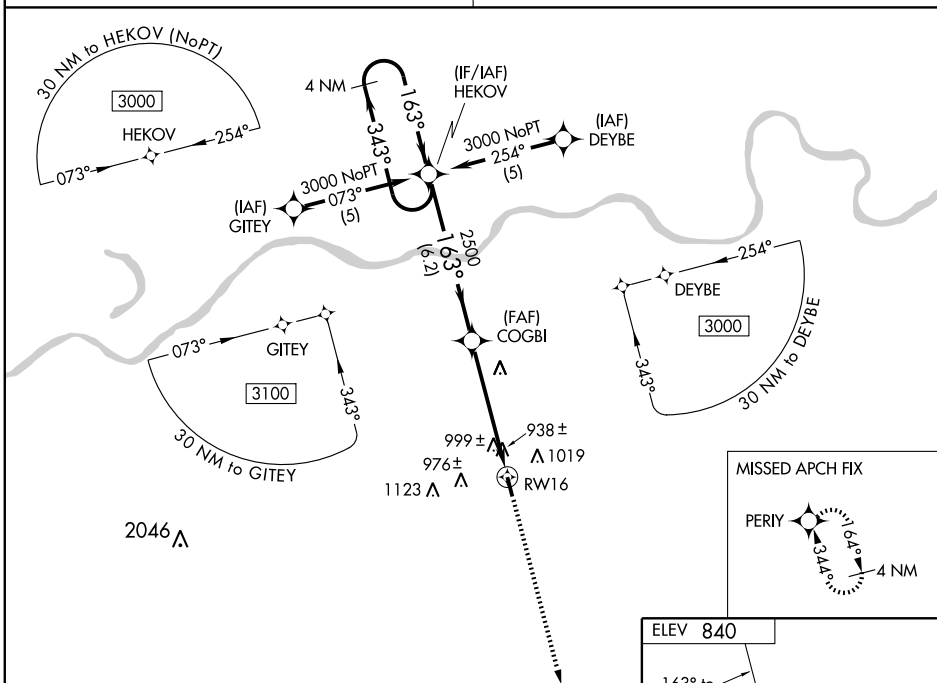
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

T DME/DME RNP-0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

KANSAS CITY CENTER
135.575 323.15

UNICOM
122.8 (CTAF) 0



WAAS CH 45901 W34A	APP CRS 343°	Rwy Idg TDZE Apt Elev	4400 826 840
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RNAV (GPS) RWY 34

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

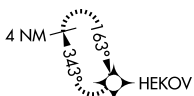
NA DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

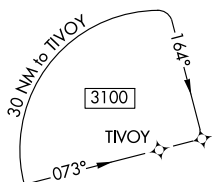
KANSAS CITY CENTER
135.575 323.15

UNICOM
122.8 (CTAF) 1

MISSED APCH FIX



2046

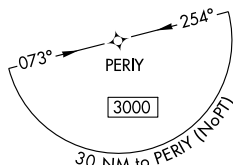
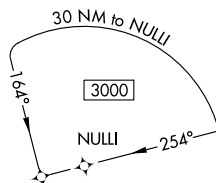


976± **1019**
1123 **854±**
959± **RW34**

1080 **RUCOT**

2500 **PERIY**

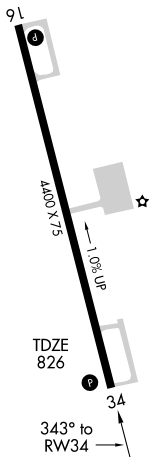
3000 NoPT **PERIY**
073° (5)
(IF/IAF)



ELEV **840**

MIRL Rwy 16-34 **1**

REIL Rws 16 and 34 **1**



3000 **HEKOV**

RUCOT

PERIY **4 NM Holding Pattern**

RW34

2500

GS 3.00°
TCH 39

CATEGORY	A	B	C	D
LPV DA	1144-1 $\frac{1}{4}$ 318 (400-1 $\frac{1}{4}$)			
LNAV/VNAV DA	1283-1 $\frac{3}{4}$ 457 (500-1 $\frac{3}{4}$)			
LNAV MDA	1300-1	474 (500-1)	1300-1 $\frac{1}{4}$ 474 (500-1 $\frac{1}{4}$)	1300-1 $\frac{1}{2}$ 474 (500-1 $\frac{1}{2}$)
CIRCLING	1440-1	600 (600-1)	1440-1 $\frac{1}{2}$ 600 (600-1 $\frac{1}{2}$)	1440-2 600 (600-2)

AIRPORT DIAGRAM

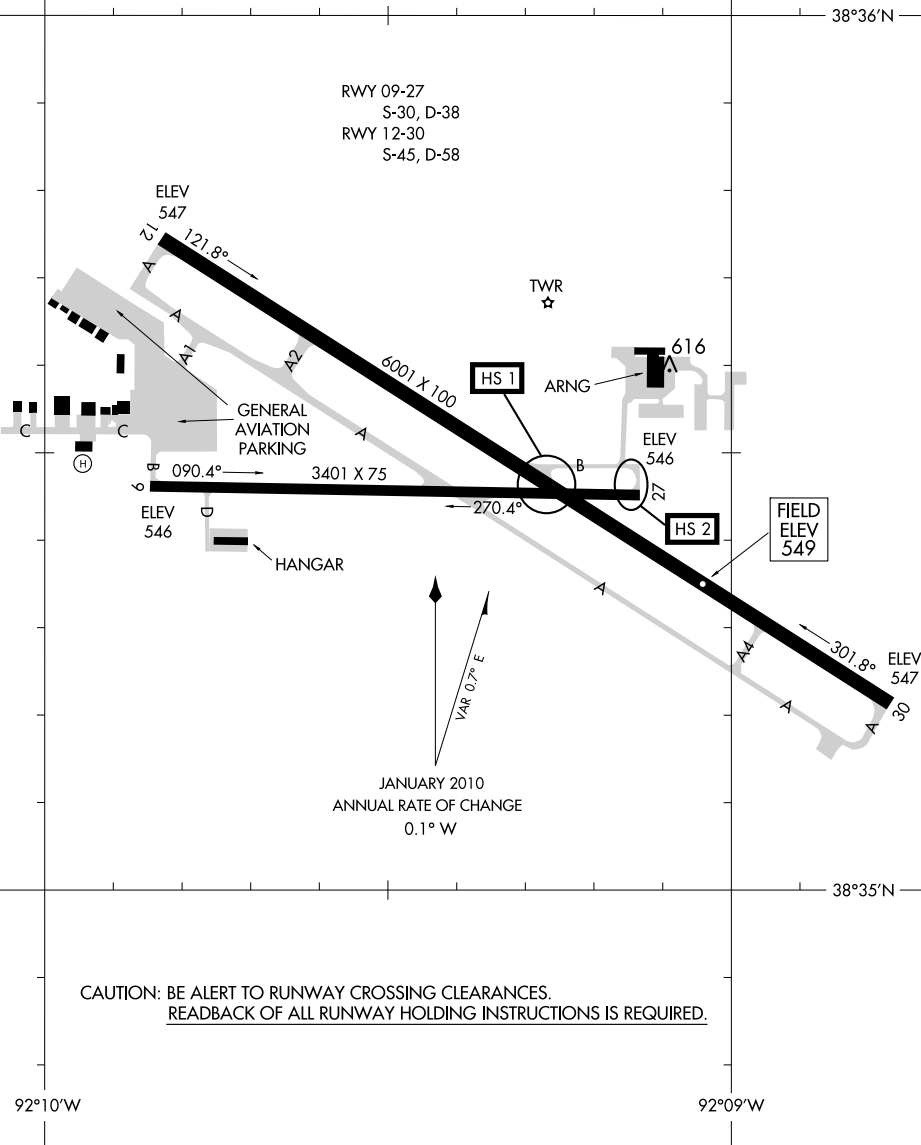
AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)

JEFFERSON CITY, MISSOURI

ASOS
133.625
JEFFERSON CITY TOWER ★
125.6
GND CON
121.7

NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JEFFERSON CITY, MISSOURI

JEFFERSON CITY MEMORIAL (JEF)

HOUSTON MEM (M48) 1 NW UTC-6(-5DT) N37°19.81' W91°58.39'

KANSAS CITY

1196 B S2 FUEL 100LL NOTAM FILE COU

L-166

Rwy 16-34: H3500X60 (CONC) S-12.5 MIRL 0.8% up NW

Rwy 16: REIL. PAPI(P2L)—GA 4.0° TCH 43'. Trees.

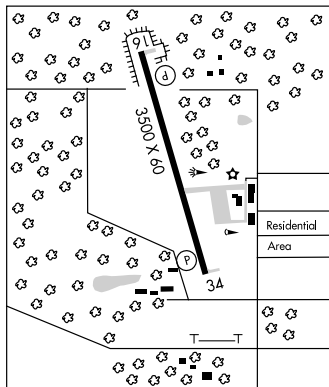
Rwy 34: REIL. PAPI(P2L)—GA 4.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended irregularly. For attendant from 1400-2300Z call 417-967-3348, after 2300Z call 417-967-4165. For fuel Mon-Fri call 417-967-3348; Sat-Sun and evenings call 417-967-4165. Wildlife on and in/ovf arpt. Crop dusting acft and ultralight activity on and in/ovf arpt. NSTD rotating bcn, lens not green and clear. MIRL Rwy 16-34 preset on low ints. ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45' W91°47.32' 204° 17.9 NM to fld. 1370/6E. HIWAS.



HUGGY N39°18.12' W94°51.07' NOTAM FILE UNO.

KANSAS CITY

NDB (LOM) 416 RN 087° 6.4 NM to Kansas City Intl. Unmonitored.

HUTTON N36°52.28' W91°54.00' NOTAM FILE UNO.

KANSAS CITY

(L) VORW/DME 111.6 HUW Chan 53 at West Plains Muni. 1220/2E.

L-166

JEFFERSON CITY MEM (JEF) 2 NE UTC-6(-5DT) N38°35.47' W92°09.37'

KANSAS CITY

549 B S4 FUEL 100LL, JET A NOTAM FILE JEF

H-5D, L-27B

Rwy 12-30: H6001X100 (ASPH) S-45, D-58 HIRL

IAP, AD

Rwy 12: REIL. VASI(V4L)—GA 3.5° TCH 55'. Tree.

Rwy 30: MALSR. VASI(V4L)—GA 3.0° TCH 50'.

Rwy 09-27: H3401X75 (CONC) S-30, D-38 MIRL

Rwy 09: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

Rwy 27: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Tree.

AIRPORT REMARKS: Attended 1230-0230Z. Light to moderate bird activity in/ovf arpt. Entrances to E and S hangers, not visible by twr. Twy A1, A2 connectors open. Rwy 27 REIL OTS indef. REIL Rwy 12 unavbl when twr clsd. When twr clsd ACTIVATE HIRL Rwy 12-30, VASI Rwy 12 and Rwy 30 and MALSR Rwy 30 and Twy A lgtS—CTAF.

WEATHER DATA SOURCES: ASOS 133.625 (573) 635-9266.

COMMUNICATIONS: CTAF 125.6 UNICOM 122.95

RCO 122.25 (COLUMBIA RADIO)

Ⓡ MIZU APP/DEP CON 124.375

TOWER 125.6 (1200-0330Z) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0330Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65'

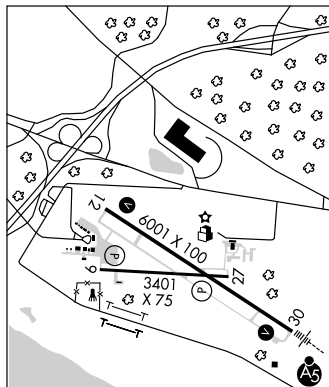
W92°13.10' 164° 13.5 NM to fld. 883/3E. HIWAS.

NOAH NDB (MHW) 515 ONH N38°38.23' W92°14.69' 120° 5.0 NM to fld. NOTAM FILE JEF.

ALGOA NDB (MHW/LOM) 397 JE N38°32.89' W92°04.32' 300° 4.7 NM to fld. NOTAM FILE JEF.

ILS/DME 110.5 I-JEF Chan 42 Rwy 30. Class IE. LOM ALGOA NDB. Unmonitored when twr clsd.

Back course marker co-located with NDB ONH.



JERRY SUMNERS SR AURORA MUNI (See AURORA)

JESSE VIERTEL MEM (See BOONVILLE)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-JEF 110.5 Chan 42	APP CRS 300°	Rwy Idg 6001 TDZE 549 Apt Elev 549
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ILS or LOC RWY 30
JEFFERSON CITY MEMORIAL (JEF)

T If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.

A VDP NA when using Columbia Rgnl altimeter setting.

For inoperative MALSR, increase S-LOC 30 Cat D visibility to 1 mile. ADF required.

MALSR



MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

ASOS
133.62

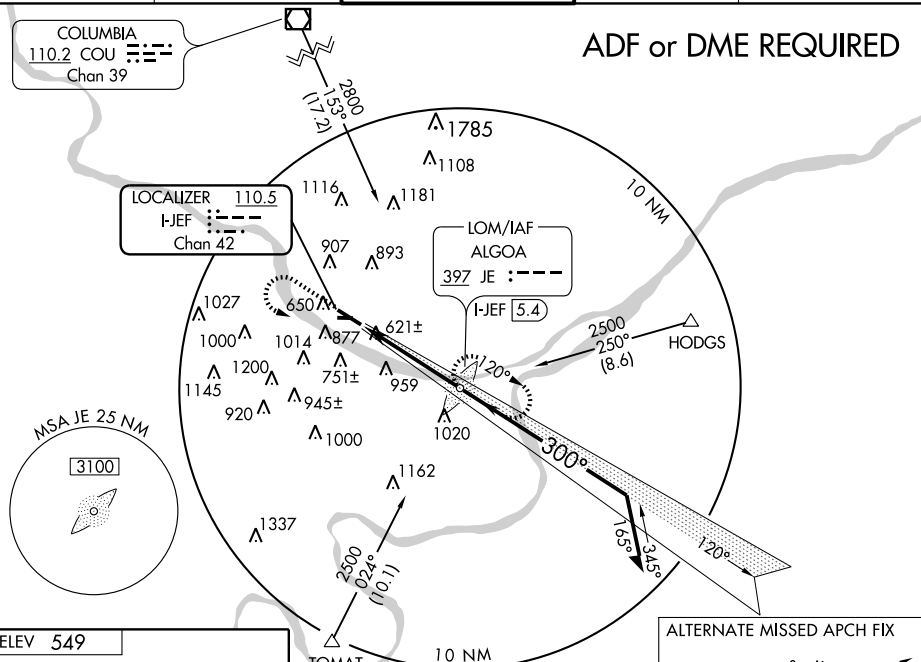
MIZZU APP CON
124.375 353.7

JEFFERSON CITY TOWER ★
125.6 (CTAF) ①

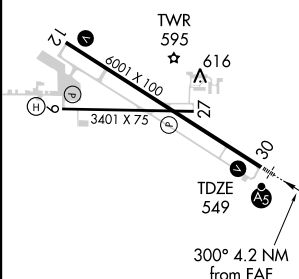
GND CON
121.7

UNICOM
122.95

ADF or DME REQUIRED






ELEV 549



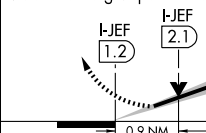
REIL Rwy 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 **L**

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

JEFFERSON CITY, MISSOURI
Amdt 5A 09295

1500	2500	JE
		
		<u>397</u>

VGSI and ILS glidepath not coincident.



LOM
-JEF 5.4

Remain
within 10 NM

≈ 2500

2000
$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 53}$$

TCH 53

CATEGORY	A	B	C	D
S-ILS 30	749-½ 200 (200-½)			
S-LOC 30	880-½ 331 (400-½)			880-¾ 331 (400-¾)
CIRCLING	1280-1	731 (800-1)	1280-2 731 (800-2)	1320-2½ 771 (800-2½)

JEFFERSON CITY MEMORIAL (JEF)

ILS or LOC RWY 30

NDB ONH	APP CRS	Rwy Idg	6001
<u>515</u>	120°	TDZE	547
		Apt Elev	549

NDB RWY 12
JEFFERSON CITY MEMORIAL (JEF)



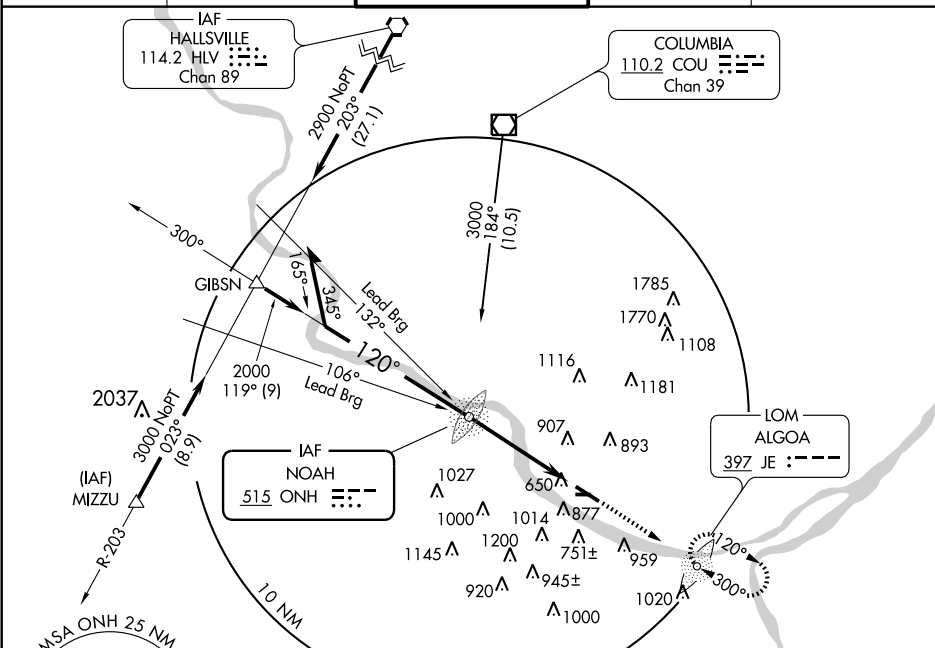
MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

ASOS
133.625

MIZZU APP CON
124.375 353.7

JEFFERSON CITY TOWER ★
125.6 (CTAF) L

GND CON
121.7

UNICOM
122.95

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

Remain
within 10 NM

NDB

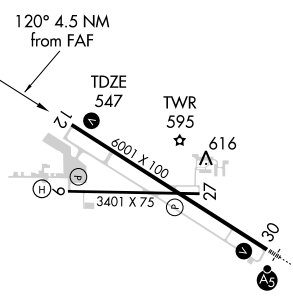
2500

VGSI and descent angles
not coincident.

$$\frac{2.92^\circ}{\text{TCH } 45}$$

4.

CATEGORY	A	B	C	D
S-12	1240-1	693 (700-1)	1240-2 693 (700-2)	1240-2 ¼ 693 (700-2 ¼)
CIRCLING	1240-1	691 (700-1)	1240-2 691 (700-2)	1320-2½ 771 (800-2½)



REIL Rwy 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 **L**

FAF to MAP 4.5 NM				
60	90	120	150	180
4:30	3:00	2:15	1:48	1:30

JEFFERSON CITY, MISSOURI
Amdt 2B 09295

JEFFERSON CITY MEMORIAL (JEF)

38°35'N - 92°09'W

NDB RWY 12

WAAS CH 86410 W30A	APP CRS 300°	Rwy Idg TDZE Apt Elev	6001 549 549
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RNAV (GPS) RWY 30

JEFFERSON CITY MEMORIAL (JEF)

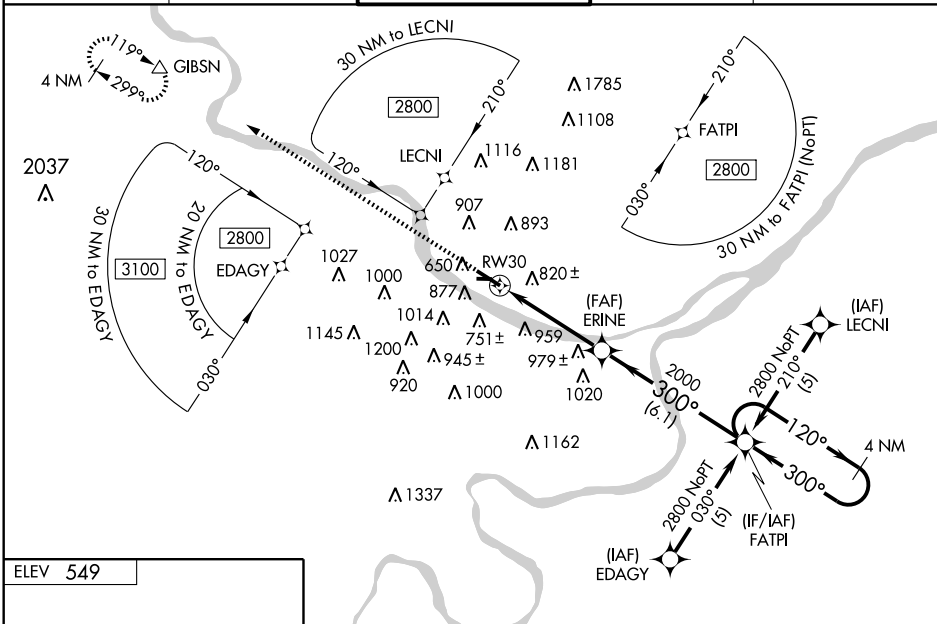
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
- ▲ When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALS R, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to ¼.
- Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALSR



MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.7	JEFFERSON CITY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

ELEV 549

12 6001 X 100 3401 X 75 27 3000 to RW30 30

TWR 595

TDZE 549

REIL Rwy 9, 12, and 27

MIRL Rwy 9-27

HIRL Rwy 12-30

CATEGORY	A	B	C	D
LPV DA	799-1/2 250 (300-1/2)			
LNAV/VNAV DA	1322-2 1/4 773 (800-2 1/4)			
LNAV MDA	1240-1/2 691 (700-1/2)	1240-1 1/2 691 (700-1 1/2)	1240-1 3/4 691 (700-1 3/4)	
CIRCLING	1300-1 751 (800-1)	1300-1 1/4 751 (800-1 1/4)	1300-2 1/4 751 (800-2 1/4)	1320-2 1/2 771 (800-2 1/2)

JEFFERSON CITY, MISSOURI

Orig 09071

JEFFERSON CITY MEMORIAL (JEF)

RNAV (GPS) RWY 30

38°35'N-92°09'W

JOPLIN RGNL (JLN) 4 N UTC-6(-5DT) N37°09.11' W94°29.90'

KANSAS CITY

981 B S4 FUEL 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE JLN

H-61, L-16F

RWY 13-31: H6502X150 (ASPH-GRVD) S-80, D-105, 2S-133, 2D-170 HIRL 0.5% up SE

IAP, AD

RWY 13: MALSF. Thld dsplcd 387'. Tree.

RWY 31: ODALS. PAPI(P4L)—GA 3.0° TCH 47'. Thld dsplcd 300'. Tree.

RWY 18-36: H6500X100 (ASPH) S-30, D-60 HIRL 0.3% up S

RWY 18: MALS. PAPI(P4L)—GA 3.0° TCH 45'. Pole.

RWY 36: PAPI(P4L)—GA 3.0° TCH 45'.

RWY 05-23: H3604X75 (ASPH) S-20 MIRL

RWY 05: Tree. RWY 23: Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18-36	3250
RWY 18	13-31	4900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-6502 TODA-6502 ASDA-6102 LDA-5802

RWY 31: TORA-6502 TODA-6502 ASDA-6102 LDA-5802

AIRPORT REMARKS: Attended 1100-0600Z±. Birds on and invof arpt, spring and fall. PPR 48 hrs for acft carrying hazardous or explosive cargo. PPR 48 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 417-623-0262. When twr clsd ACTIVATE MIRL Rwy 05-23, HIRL Rwy 13-31 and Rwy 18-36, MALS. Rwy 18, and MALS. Rwy 13, PAPI Rwy 18 and Rwy 36, PAPI and ODALS Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS (417)623-8892. LAWRS.

COMMUNICATIONS: CTAF 119.8 ATIS 120.85 UNICOM 122.95

RCO 122.6 (COLUMBIA RADIO)

KANSAS CITY CENTER APP/DEP CON 128.6

TOWER 119.8 (1200-0300Z±) GND CON 121.6

AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

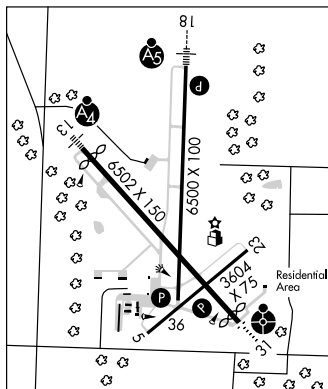
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14' 344° 18.8 NM to fld. 1200/7E.

LUNNS NDB (LOM) 344 JL N37°12.19' W94°33.51' 133° 4.2 NM to fld. Unmonitored.

ILS 110.3 I-JLN Rwy 13 LOM LUNNS NDB. Outer marker unmonitored.

ILS/DME 108.9 I-JQX Chan 26 Rwy 18. Class IE. LOC unusable byd 25° W of course blo 2800'. ILS unmonitored 0300-1200Z±.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.



KAHOKA MUNI (ØH7) 1 E UTC-6(-5DT) N40°25.30' W91°42.40'

CHICAGO

700 NOTAM FILE COU

RWY 10-28: 2680X115 (TURF)

RWY 10: Thld dsplcd 318' Road. RWY 28: Road.

AIRPORT REMARKS: Unattended. Numerous tall objects within transitional surface along the entire south edge of Rwy 10-28. Rwy 10-28 soft after heavy rains. Call 660-727-3711 for rwy conditions. Use caution during spring and summer months due to farm irrigation system along north rwy edge. Rwy 10-28 from E thld to 800' W of S edge rwy is 1'-2' higher than N edge. Dsplcd thld marked with three large yellow cones on each side of rwy.

COMMUNICATIONS: CTAF 122.9

KAISER N38°05.80' W92°33.19' NOTAM FILE COU.

KANSAS CITY

NDB (MHW) 377 AIZ at Lee C Fine Mem. Unmonitored 0100-1300Z±. SHUTDOWN

L-16F

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-JLN	APP CRS	Rwy Idg	5802
<u>110.3</u>	134°	TDZE	968
		Apt Elev	981

ILS or LOC/NDB RWY 13

JOPLIN RGNL (JLN)



MALSF (NSTD) 1368'.



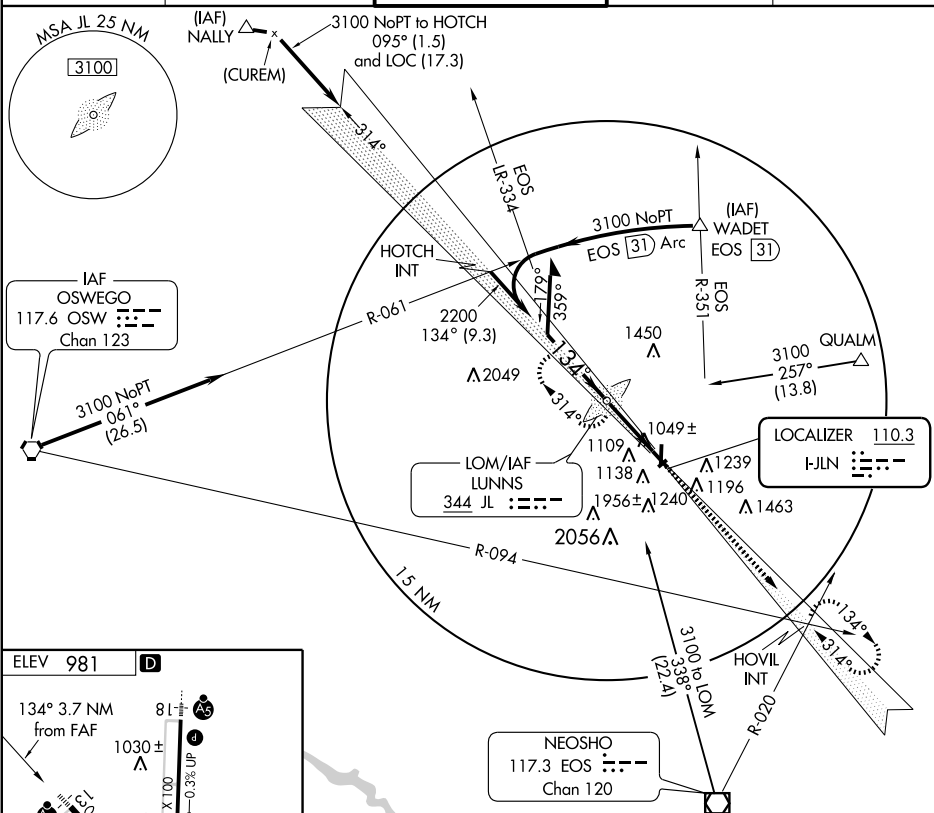
MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.

ATIS
120.85

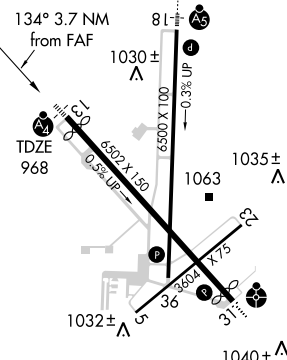
KANSAS CITY CENTER
128.6 282.325

JOPLIN TOWER★
119.8 (CTAF)  282.2

GND CON
121.6

UNICOM
122.95

ELEV 981



MIRL Rwy 5-23 L

HURL Rwy 13-31 and 18-36 L

EAE to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:11

Remain
within 10 NM

3100

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$

LOM

1

2200

3100

I-JLN SE Crs

HOVI
INT

CATEGORY	A	B	C	D
S-ILS 13	1168- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 13	1300- $\frac{3}{4}$ 332 (400- $\frac{3}{4}$)			1300-1 332 (400-1)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1 $\frac{1}{2}$ 519 (600-1 $\frac{1}{2}$)	1540-2 559 (600-2)

JOPLIN, MISSOURI

Orig 10042

JOPLIN RGNL (JLN)

37°09'N-94°30'W

ILS or LOC/NDB RWY 13

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)


LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

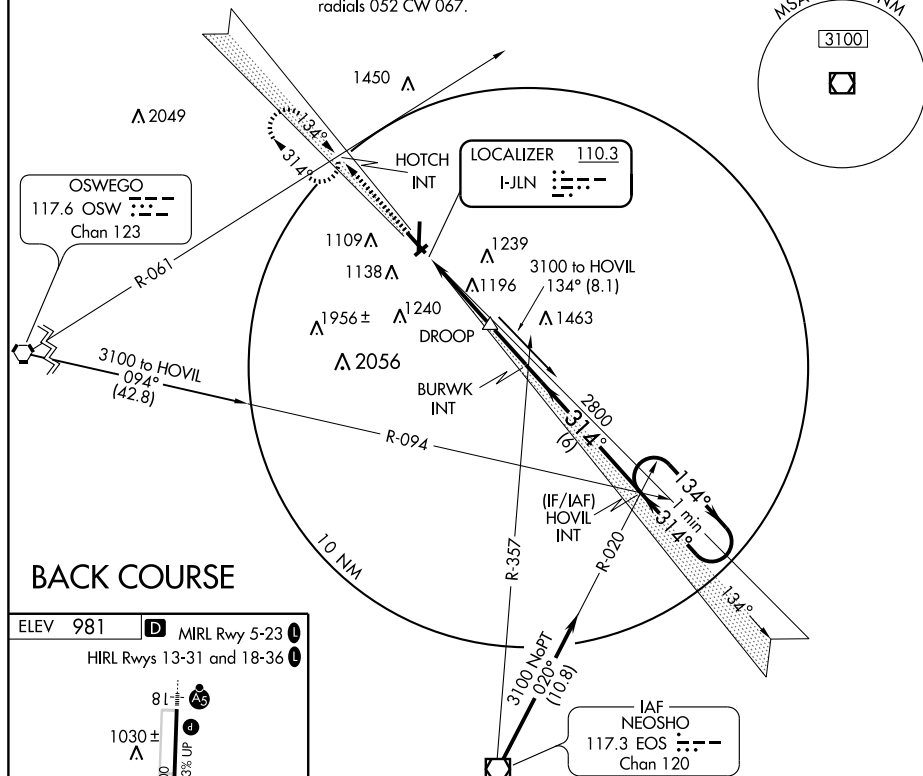
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

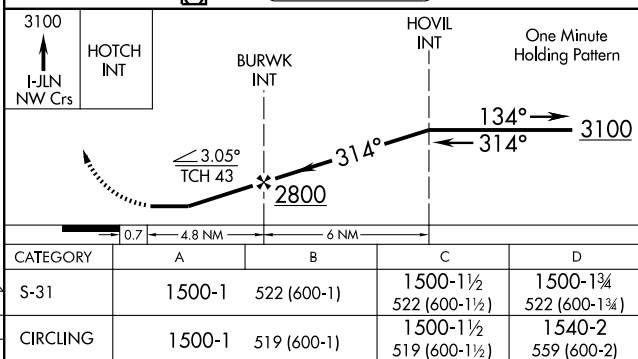
ODALS (NSTD) 1438'. Inoperative table does not apply.		ODALS 	MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.	
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0 282.2		GND CON 121.6
				UNICOM 122.95

Procedure NA for arrival on EOS VOR/DME airway
radials 052 CW 067.



BACK COURSE

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



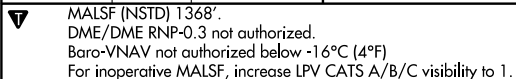
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

WAAS CH 90109 W13A	APP CRS 134°	Rwy Idg 5802 TDZE 968 Apt Elev 981
--	------------------------	---

RNAV (GPS) RWY 13

JOPLIN RGNL (JLN)



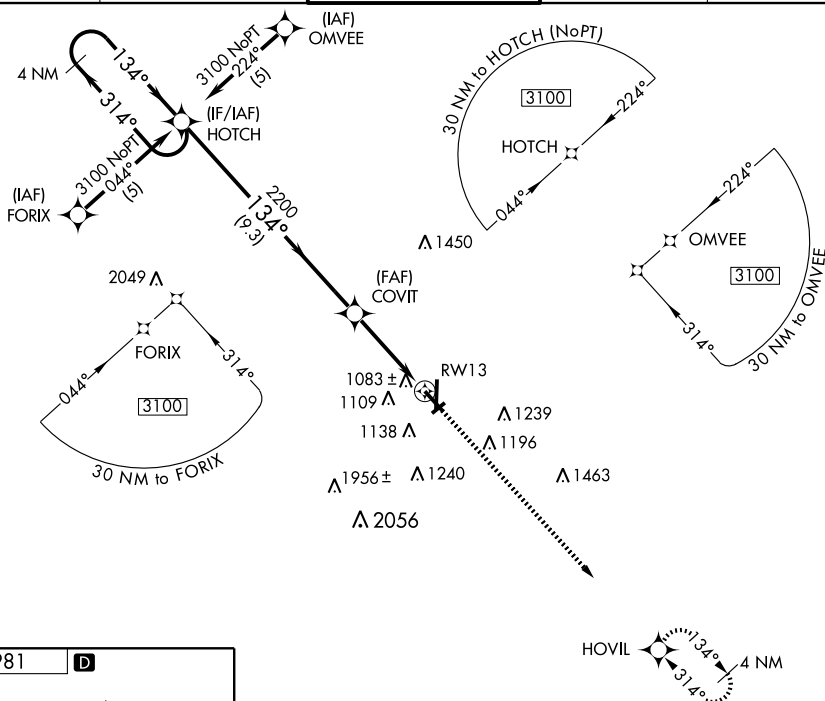
MISSED APPROACH: Climb to 3100 direct
HOVIL and hold.

ATIS
120-85

KANSAS CITY CENTER
128.6 282.325

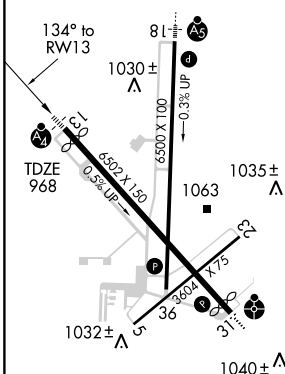
JOPLIN TOWER★
119.8 (CTAF) 282.2

GND CON
121.6

UNICOM
122.95

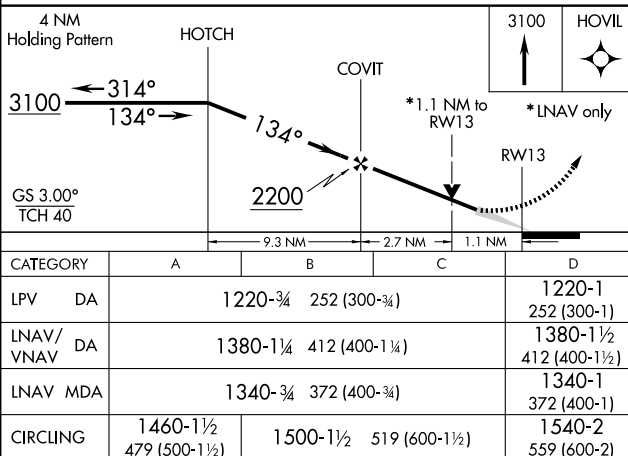
ELEV 981

D



MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 **L**



JOPLIN, MISSOURI

Orig 10042

JOPLIN RGNL (JLN)

37°09'N-94°30'W

RNAV (GPS) RWY 13

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

WAAS CH 97309 W18A	APP CRS 178°	Rwy Idg 6500 TDZE 965 Apt Elev 981
--	------------------------	---

RNAV (GPS) RWY 18

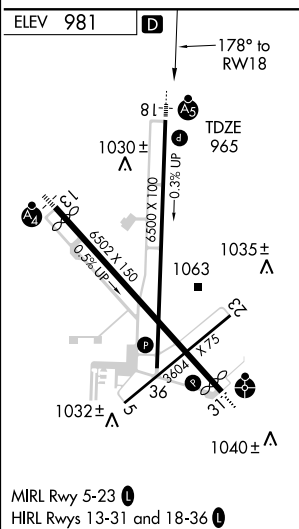
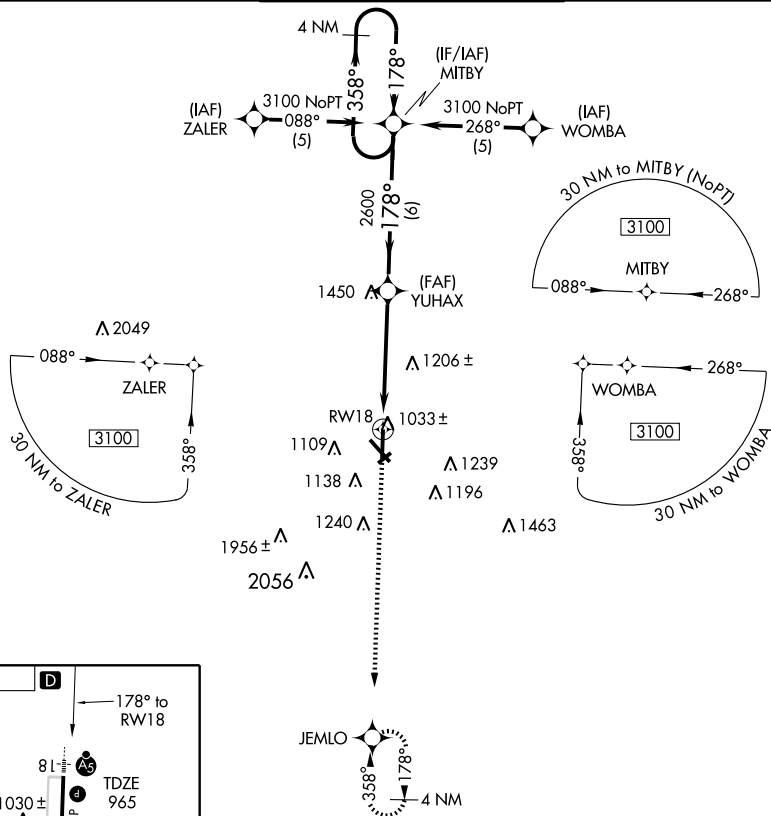
JOPLIN RGNL (JLN)

T DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER ★ 119.8 (CTAF) 0 282.2	GND CON 121.6	UNICOM 122.95
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3100
↑
JEMLO
*LNAV only
YUHAX
MITBY
4 NM Holding Pattern
358° →
← 178°
3100
GS 3.00°
TCH 46
RW18
1.9 NM
3.1 NM
6 NM
2600
178°

CATEGORY	A	B	C	D
LPV DA	1220/24		255 (300-½)	
LNAV/VNAV DA	1460/60		495 (500-1¼)	
LNAV MDA	1600/24 635 (700-½)		1600/60 635 (700-1¼)	1600-1½ 635 (700-1½)
CIRCLING	1600-1¾ 619 (700-1¾)			1600-2 619 (700-2)

APP CRS 314°	Rwy Idg 5802
	TDZE 978
	Apt Elev 981

RNAV (GPS) RWY 31

JOPLIN RGNL (JLN)

⚠ Circling to Rwy 5 not authorized at night.
DME/DME RNP-0.3 not authorized.
ODALS (NSTD) 1438'.
Inoperative table does not apply.

ODALS



MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

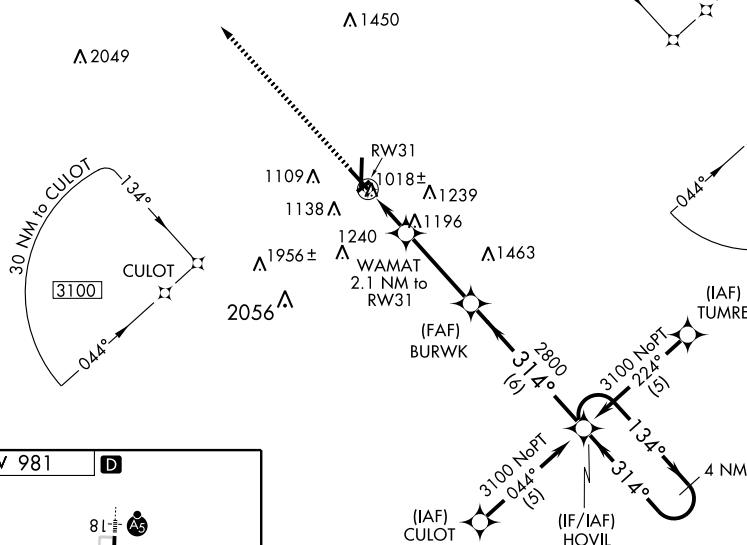
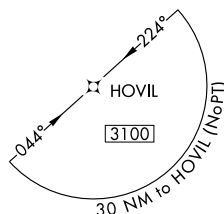
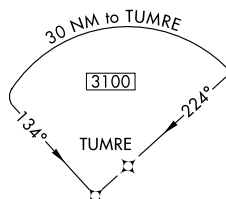
ATIS
120.85

KANSAS CITY CENTER
128.6 282.325

JOPLIN TOWER*
119.8 (CTAF) 0 282.2

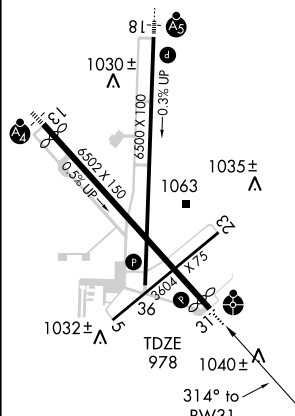
GND CON
121.6

UNICOM
122.95

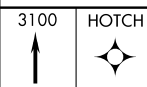


ELEV 981

D



MIRL Rwy 5-23 **⚠**
HIRL Rws 13-31 and 18-36 **⚠**

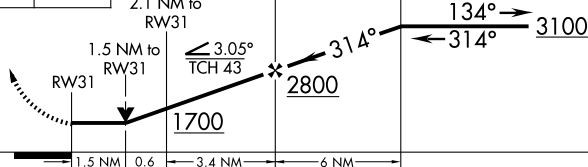


WAMAT
2.1 NM to
RW31

BURWK

HOVIL

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

APP CRS 358°	Rwy Idg TDZE Apt Elev	6500 972 981
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RNAV (GPS) RWY 36

JOPLIN RGNL (JLN)



DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

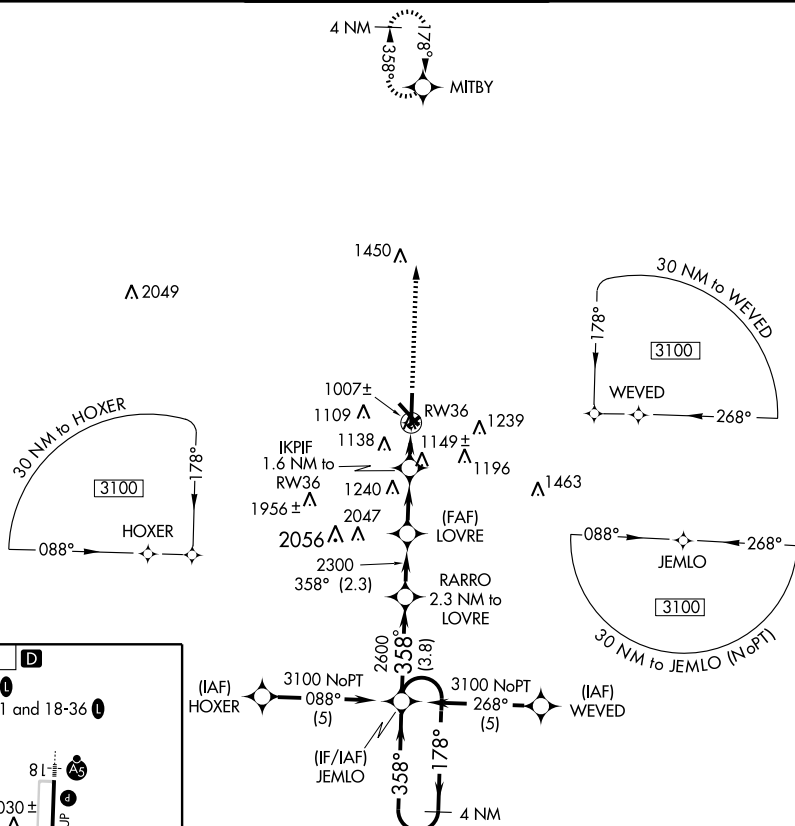
ATIS
120.85

KANSAS CITY CENTER
128.6 282.325

JOPLIN TOWER ★
119.8 (CTAF) 0 282.2

GND CON
121.6

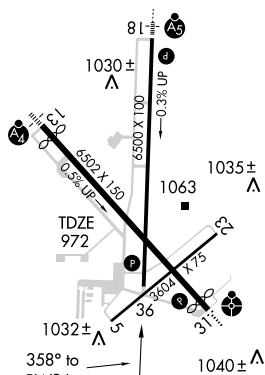
UNICOM
122.95



ELEV 981

D

MIRL Rwy 5-23
HIRL Rws 13-31 and 18-36



	4 NM Holding Pattern JEMLO		3100	MITBY
	JEMLO		3100	MITBY
	RARRO 2.3 NM to LOVRE		LOVRE	IKPIF 1.6 NM to RW36
	LOVRE		3.04° 428 (500-1 1/4)	428 (500-1 1/2)
	2300		2.4 NM	1.6 NM
	3.8 NM		2.3 NM	1.6 NM
CATEGORY	A	B	C	D
RNAV MDA	1400-1	428 (500-1)	1400-1 1/4	1400-1 1/2
CIRCLING	1460-1	1500-1	1500-1 1/2	1540-2
	479 (500-1)	519 (600-1)	519 (600-1 1/2)	559 (600-2)

10210

AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI

AWOS-3
135.325
CTAF/UNICOM
122.8

VAR 1.0° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL
HANGAR

FIELD
ELEV
869

38°06.0'N

☆ 913

RWY 03-21
S-55, D-70, 2S-89, 2D-215

38°05.5'N

ELEV
863

092°33.5'W

092°33.0'W

092°32.5'W

AIRPORT DIAGRAM

10210

KAISER/LAKE OZARK, MISSOURI
KAISER/LEE C. FINE MEMORIAL (AIZ)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

KAISER (LAKE OZARK)

LEE C FINE MEM (AIZ) 3 SE UTC-6(-5DT) N38°05.76' W92°32.97'

869 B **FUEL** 100LL JET A NOTAM FILE AIZ

RWY 03-21: H6497X100 (ASPH-AFSC) S-55, D-70, 2S-89, 2D-215 MIRL

RWY 03: VASI(V4L)—GA 3.0° TCH 55'. Trees.

RWY 21: VASI(V4L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Oct-Apr 1400-0000Z†, May-Sep Mon-Wed 1400-0000Z†. Thu-Sun 1400-0200Z†. Birds on and in/ov arpt. Arpt in state park. Rwy 03-21 various areas with grass and weeds growing in cracks. Banner towing on weekends from May-Sep. Parallel twy and Rwy 21 turnaround limited to acft weighing only 12,500 lbs or less. Acft over 12,500 lbs use Twys B and C only. ACTIVATE MIRL Rwy 03-21 and VASI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.325 (573) 348-0847.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MIZZU APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44' W92°36.15' 032° 4.2 NM to fld. 910/5E.

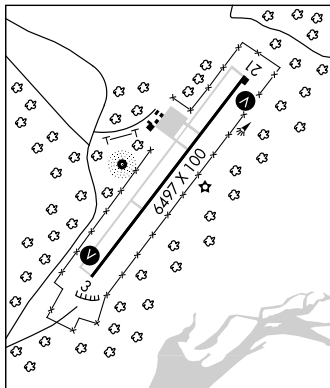
KAISER NDB (MHW) 377 AIZ N38°05.80' W92°33.19' at fld.
Unmonitored 0100-1300Z†. SHUTDOWN

ILS/DME 111.5 I-AIZ Chan 21 Rwy 21 LOC only LOC
unmonitored 0100-1300Z†.

KANSAS CITY

H-5D, L-16G

IAP, AD



KANSAS CITY N39°17.12' W94°44.22' NOTAM FILE MCI.

(H) **VORTAC** 113.25 MCI Chan 79Y 051° 1.3 NM to Kansas City Intl. 1017/5E.

RCO 122.65 122.1R, 113.25T (COLUMBIA RADIO)

KANSAS CITY

H-5C, L-10J, A

LOC I-AIZ 111.5	APP CRS 212°	Rwy Idg TDZE Apt Elev	6497 869 869
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LOC/DME RWY 21

KAISER/LEE C. FINE MEMORIAL (AIZ)

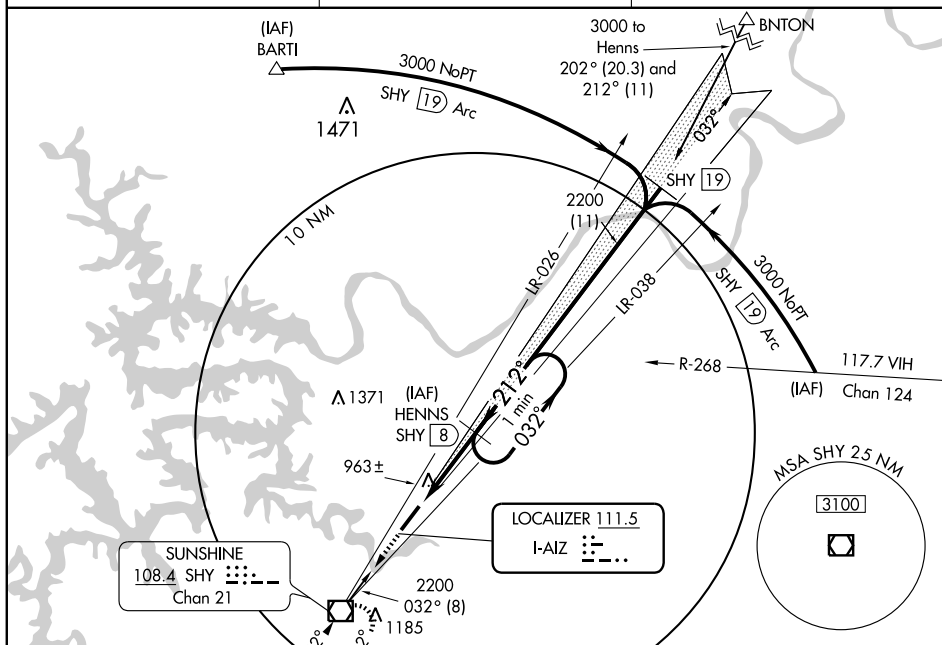


MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.

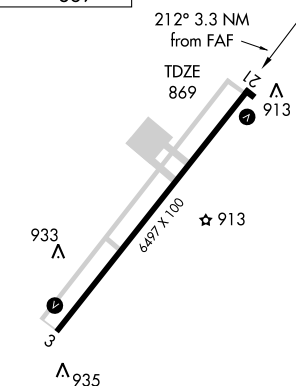
AWOS-3
135.325

MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF)



ELEV 869



3100

SHY

108.4

HENNS SHY 8

One Minute Holding Pattern

SHY 4.7

212°

032°

2200

3.64°

TCH 55

VGSI and descent angles not coincident.

CATEGORY

A

B

C

D

S-21

1220-1 351 (400-1)

NA

CIRCLING

1400-1 531 (600-1)

1440-1½ 571 (600-1½)

NA

MIRL Rwy 3-21

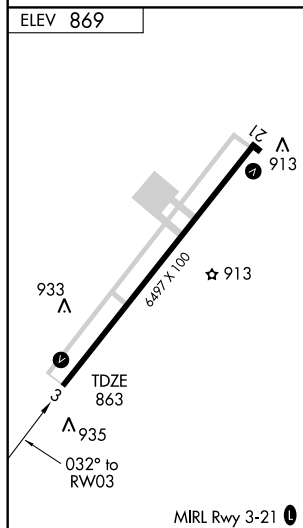
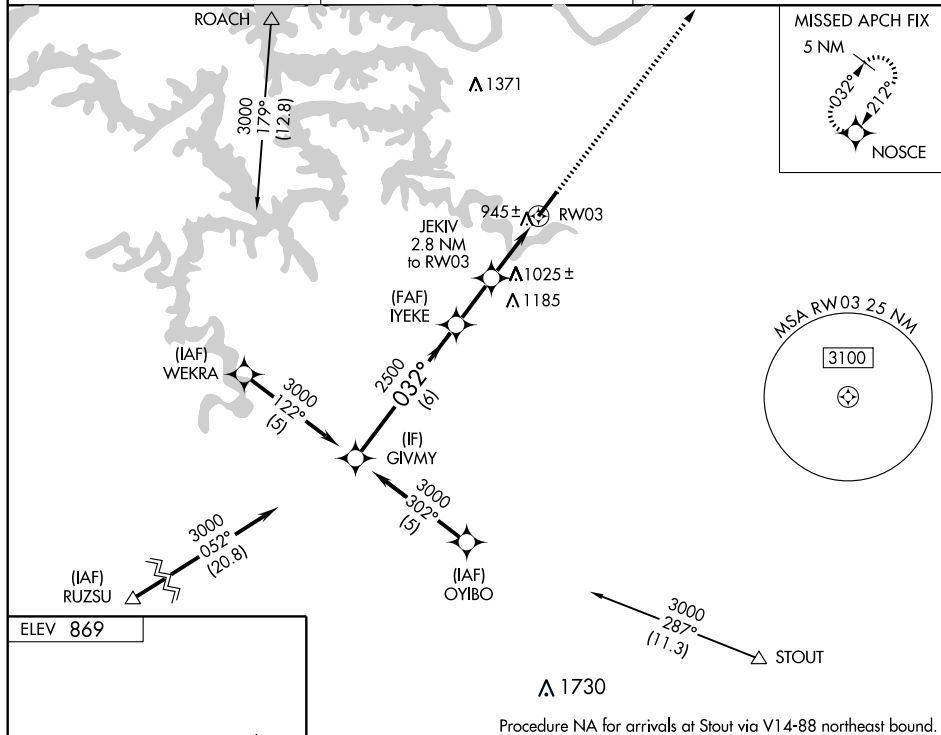
WAAS CH 65901 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	6497 863 869
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RNAV (GPS) RWY 3

KAISER/LEE C FINE MEMORIAL (AIZ)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F). If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting. When VGSI inoperative, straight-in/circling Rwy 3 NA at night.</p>	MISSED APPROACH: Climb to 2500 direct NOSCE and hold.
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AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA	GIVMY	IYEKE	JEKIV 2.8 NM to RWY 3	2500	NOSCE
3000	032°	2500	*1800		
GS 3.00° TCH 55	6 NM	2.1 NM	2.8 NM		
CATEGORY	A	B	C	D	
LPV DA	1142-1	279 (300-1)		NA	
LNAV/VNAV DA	1214-1¼	351 (400-1¼)		NA	
LNAV MDA	1280-1	417 (500-1)	1280-1¼ 417 (500-1¼)	NA	
CIRCLING	1400-1¼	531 (600-1¼)	1440-1½ 571 (600-1½)	NA	

APP CRS **212°**
 Rwy Idg **6497**
 TDZE **869**
 Apt Elev **869**

RNAV (GPS) RWY 21

KAISER / LEE C. FINE MEMORIAL (AIZ)

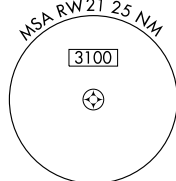
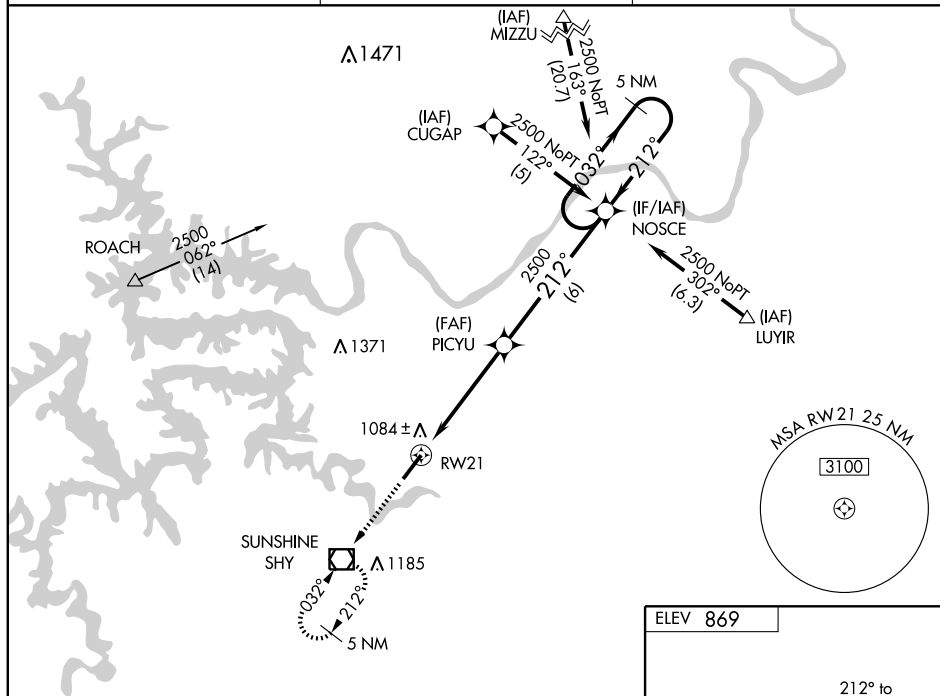
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 ▲ If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
 VDP NA when using Rolla/Vichy altimeter setting.
 When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY
 VOR/DME and hold, continue climb-in-hold to 3100.

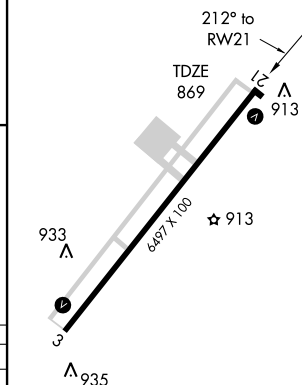
AWOS-3
135.325

MIZZU APP CON
124.1 353.7

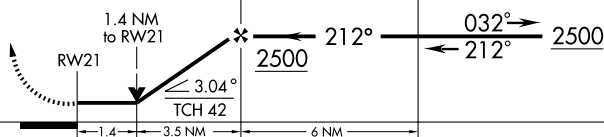
UNICOM
122.8 (CTAF) 0



ELEV 869



3100
 SHY
 ▲



CATEGORY	A	B	C	D
LNNAV MDA	1340-1 471 (500-1)	1340-1½ 451 (500-1½)	1340-1½ 451 (500-1½)	NA
CIRCLING	1400-1 531 (600-1)	1440-1½ 571 (600-1½)	1440-1½ 571 (600-1½)	NA

VOR/DME SHY 108.4 Chan 21	APP CRS 032°	Rwy Idg TDZE Apt Elev 863 869
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VOR RWY 3

KAISER/LEE C. FINE MEMORIAL (AIZ)

▼ If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

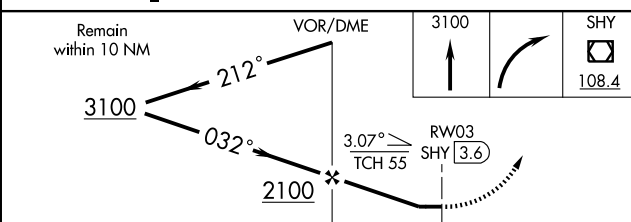
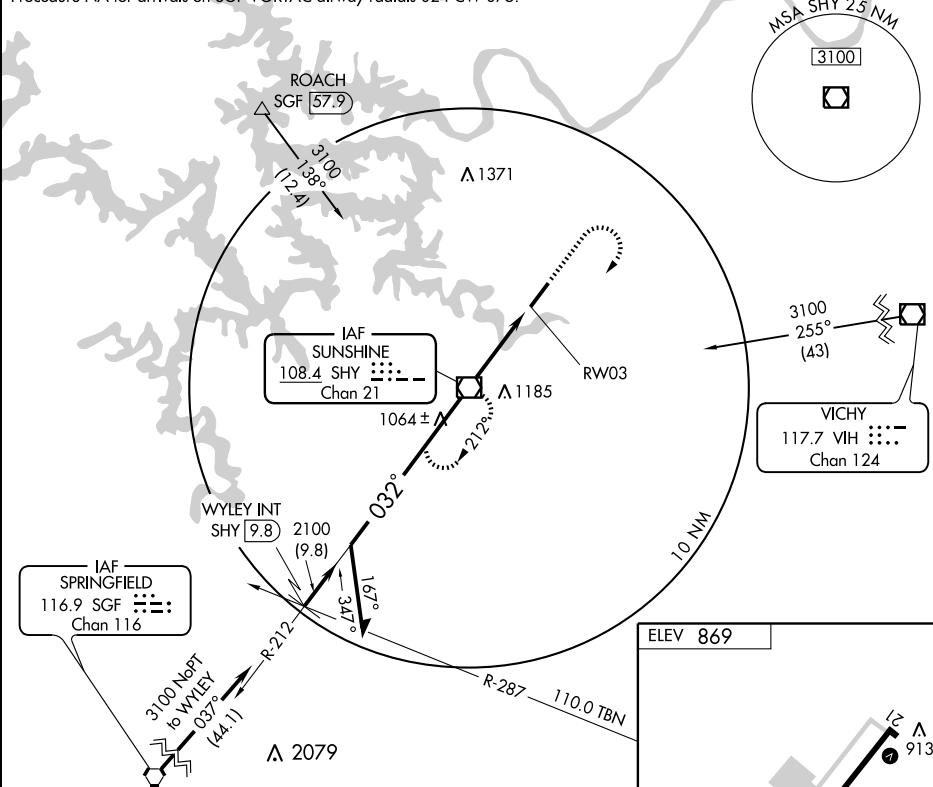
MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

AWOS-3
135.325

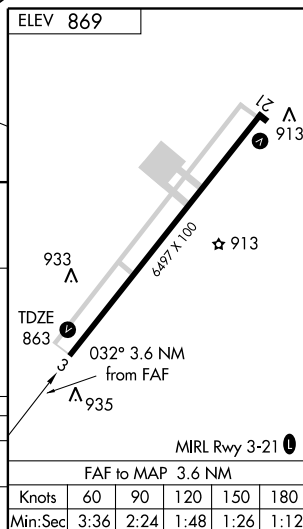
MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF) **0**

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.

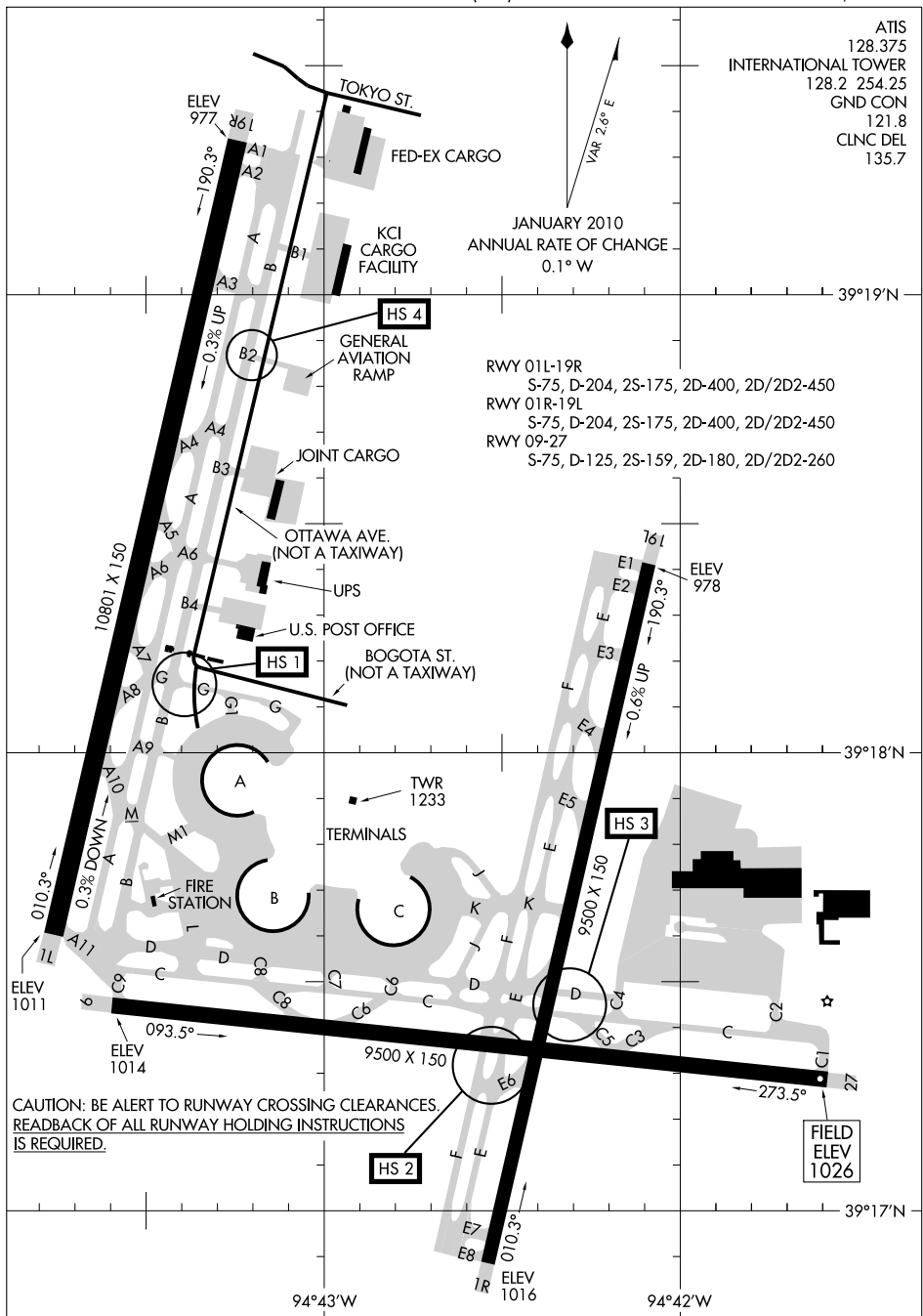


CATEGORY	A	B	C	D
S-3	1320-1	457 (500-1)	1320-1¼ 457 (500-1¼)	NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA



AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

KANSAS CITY INTL (MCI) 15 NW UTC-6(-5DT) N39°17.86' W94°42.84'

KANSAS CITY

1026 B **FUEL** 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE MCI

H-5C, L-10J, A

RWY 01L-19R: H10801X150 (CONC-GRVD) S-75, D-204, 2S-175, 2D-400, 2D/2D2-450

HIRL CL

IAP, AD

RWY 01L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. 0.3% down.

RWY 19R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. Rgt tfc.

0.3% up.

RWY 01R-19L: H9500X150 (CONC-GRVD) S-75, D-204, 2S-175,

2D-400, 2D/2D2-450 HIRL CL

RWY 01R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 74'.

RWY 19L: MALSR. TDZL. 0.6% up.

RWY 09-27: H9500X150 (ASPH-GRVD) S-75, D-125, 2S-159,

2D-180, 2D/2D2-260 HIRL

RWY 09: MALSR.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Ctl twr has limited visibility on numerous gates at all 3 terminals. Waterfowl on and in/ovf arpt.

Coyote on and in/ovf arpt. Windshear alert system on arpt.

Pushback clearance required at gates 45 thru 52 in terminal B

and gates 72, 73 and 76 in terminal C, pushback from these

gates enters Twy D. Noise abatement procedures in effect

0400-1200Z† with landing on Rwy 01L and 19L; takeoffs on

Rwy 01R and 19R. When using hi-speed exits C5 and C6

continue until first parallel twy and use extreme caution when turning in excess of 90 degrees. PPR to park at airline gates ctc respective airline. No acft parking on postal apron. Flight Notification Service (ADCUS) avbl at gate 90. Military acft may be charged ramp/parking fees. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (816) 243-6415. HIWAS 113.25 MCI. LLWAS.

COMMUNICATIONS: D-ATIS 128.375 (816) 329-2725 **UNICOM** 122.95

RCO 122.65 122.1R 113.25T (COLUMBIA RADIO)

Ⓡ **APP CON** 120.95

INTERNATIONAL TOWER 128.2 125.75 **GND CON** 121.8 121.65 **CLNC DEL** 135.7

Ⓡ **DEP CON** 124.7 (191°-009°) 123.95 (010°-190°)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCI.

(H) **VORTAC** 113.25 MCI Chan 79Y N39°17.12' W94°44.22' 051° 1.3 NM 1017/5E. **HIWAS.**

DOTTE NDB (MHW/LOM) 359 DO N39°13.25' W94°45.00' 015° 4.9 NM to fld.

HUGGY NDB (LOM) 416 RN N39°18.12' W94°51.07' 087° 6.4 NM to fld. Unmonitored.

LEXEY NDB (LOM) 275 DY N39°23.22' W94°40.62' 193° 5.6 NM to fld.

ILS/DME 109.7 I-RNI Chan 34 Rwy 09. Class IB. LOM HUGGY NDB. LOM unmonitored.

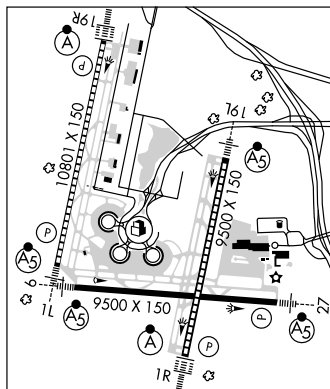
ILS/DME 110.75 I-PVL Chan 44(Y) Rwy 01R. Class IIIE.

ILS 110.5 I-DOT Rwy 01L. LOM DOTTE NDB.

ILS/DME 109.1 I-PAJ Chan 28 Rwy 19R. Class IIIE.

ILS 109.55 I-DYH Rwy 19L. Class IE. LOM LEXEY NDB.

ILS/DME 109.7 I-UQY Chan 34 Rwy 27. Class IE. LOC only.



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

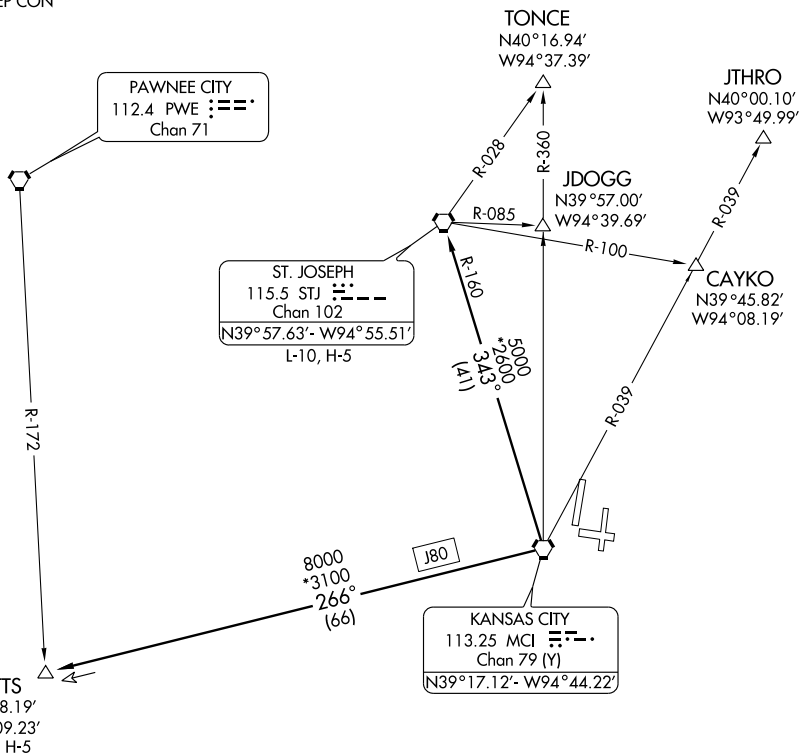
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-RNI <u>109.7</u> Chan 34	APP CRS 091°	Rwy Idg 9500 TDZE 1015 Apt Elev 1026
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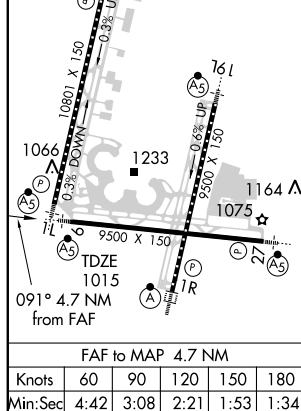
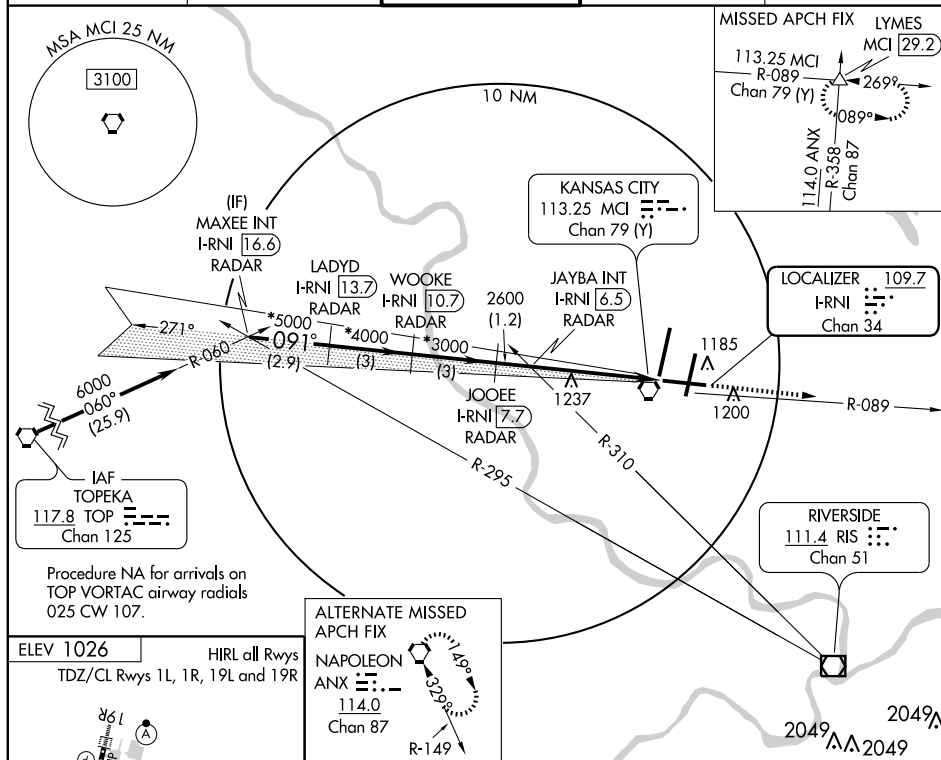
ILS or LOC RWY 9
KANSAS CITY INTL (MCI)

T For inoperative MALS, increase S-LOC 9 Cats A/B visibility to RVR 5000.
Inoperative table does not apply to S-ILS 9.
DME or RADAR Required.



MISSED APPROACH: Climb to 4000 via
MCI R-089 to LYMES INT/MCI 29.2 DME
and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

MAXEE INT I-RNI 16.6 RADAR

LADYD I-RNI 13.7 RADAR

WOOKE I-RNI 10.7 RADAR

JOOEE I-RNI 7.7 RADAR

JAYBA INT I-RNI 6.5 RADAR

6000 — 091°

*5000

*4000

*3000

2600

2600

I-RNI 2.8

I-RNI 1.7

GS 3.00° TCH 56

Procedure Turn NA

2.9 NM

3 NM

3 NM

1.2 NM

3.6 NM

1.1

CATEGORY	A	B	C	D
S-ILS 9		1265/40	250 (300-¾)	
S-LOC 9		1420/40	405 (400-¾)	
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)

LOC/DME I-DYH 109.55 Chan 32 (Y)	APP CRS 188°	Rwy Idg 9500 TDZE 994 Apt Elev 1026
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ILS or LOC RWY 19L
KANSAS CITY INTL (MCI)

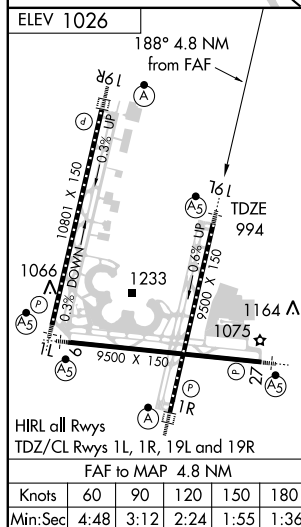
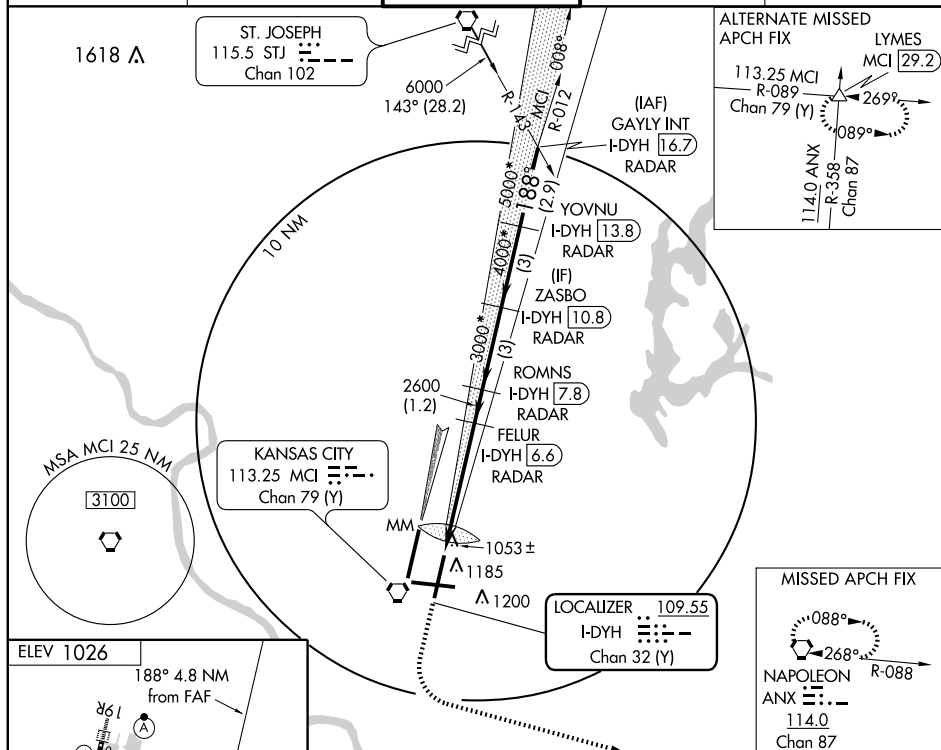
T For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000.
Simultaneous approach authorized with Rwy 19R.
LOC procedures NA during simultaneous operations.
DME or RADAR required.

MALSR



MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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1500 ↑	4000 ↖	ANX 114.0	* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.					GAYLY INT I-DYH [16.7] RADAR
I-DYH [1.7]	I-DYH [2.6]	FELUR I-DYH [6.6] RADAR	ROMNS I-DYH [7.8] RADAR	ZASBO I-DYH [10.8] RADAR	YOYNU I-DYH [13.8] RADAR	188° - 6000	Procedure Turn NA	
0.5	0.3	4 NM	1.2 NM	3 NM	3 NM	2.9 NM	GS 3.00° TCH 59'	
CATEGORY	A		B		C		D	
S-ILS 19L	1194/18 200 (200-½)							
S-LOC 19L	1300/24 306 (300-½)						1300/40 306 (300-¾)	
CIRCLING	1540-1 514 (600-1)			1540-1½ 514 (600-1½)		1580-2 554 (600-2)		

LOC/DME I-PAJ <u>109.1</u> Chan 28	APP CRS 188°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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ILS or LOC RWY 19R
KANSAS CITY INTL (MCI)

T Simultaneous approach authorized with Rwy 19L.
DME or RADAR Required.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

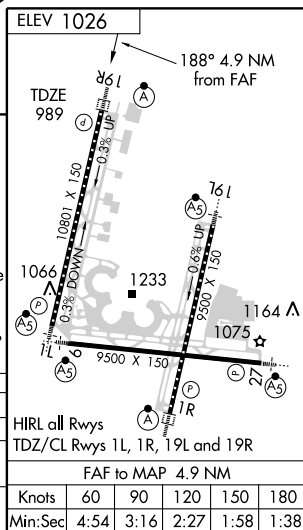
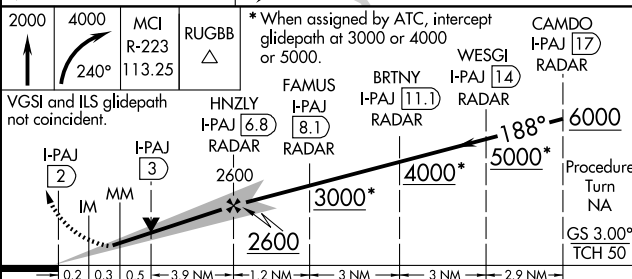
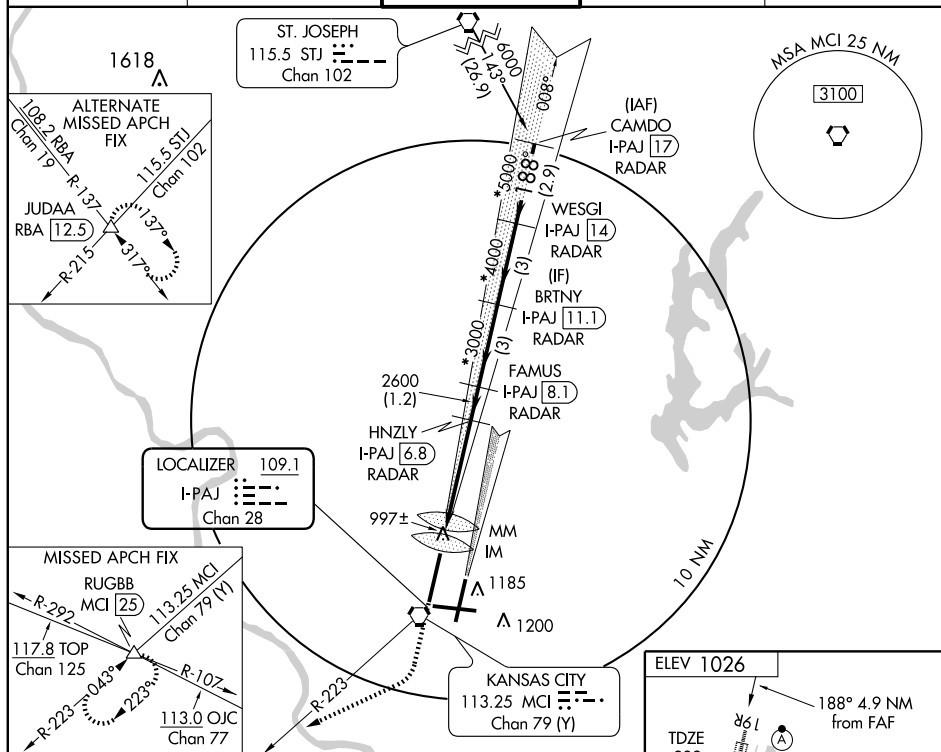
ATIS
128.375

KANSAS CITY APP CON
120.95 318.1

INTERNATIONAL TOWER
128.2 254.25

GND CON
121.8

CLNC DEL
135.7



CATEGORY	A	B	C	D
S-ILS 19R	1189/18 200 (200-½)			
S-LOC 19R	1360/24 371 (400-½)			1360/40 371 (400-¾)
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)		1580-2 554 (600-2)

KANSAS CITY, MISSOURI
Amdt 10 10210

39°18'N-94°43'W

KANSAS CITY INTL (MCI)
ILS or LOC RWY 19R

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

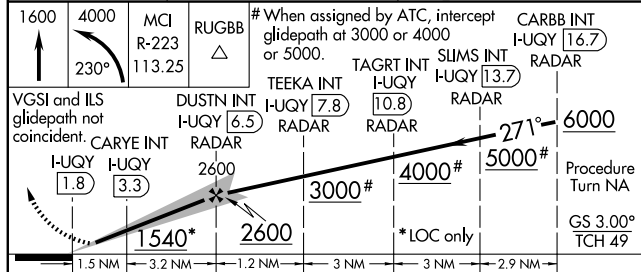
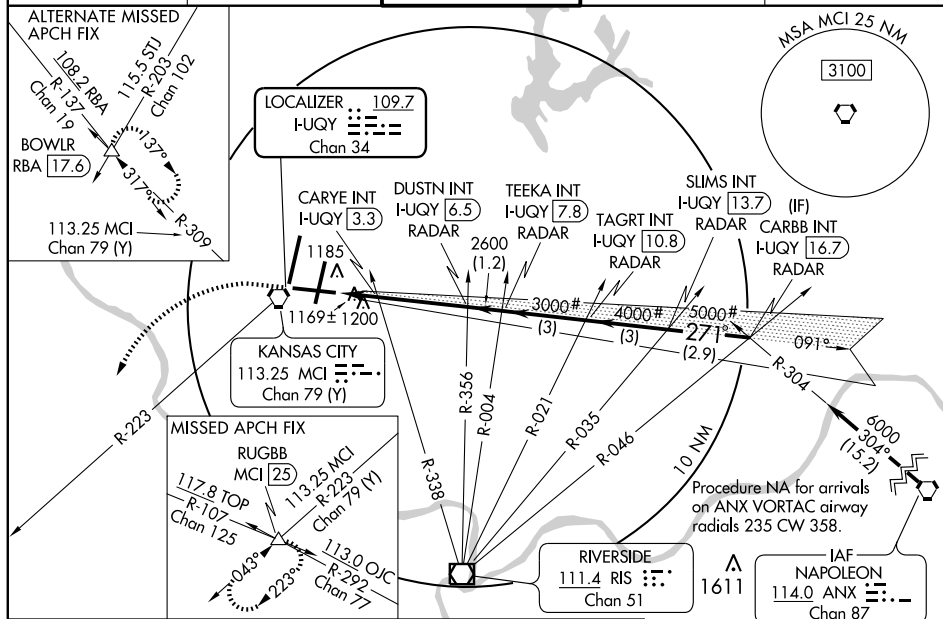
LOC/DME I-UYQY 109.7 Chan 34	APP CRS 271°	Rwy Idg TDZE 1026 Apt Elev 1026
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ILS or LOC RWY 27

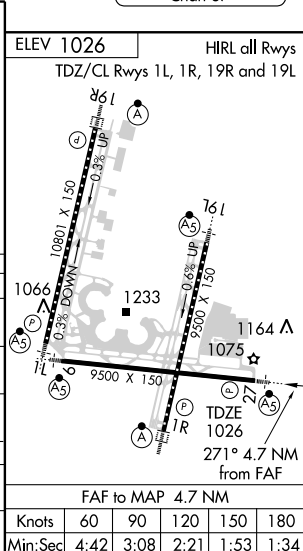
KANSAS CITY INTL (MCI)

V **RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1 3/4 mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1 1/2 mile.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.
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ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D	E
S-ILS 27	** 1226/24 200 (200-1/2)				1226/24 200 (200-1/2)
S-LOC 27	1540/24 514 (600-1/2)	1540/50 514 (600-1)	1540/60 514 (600-1 1/4)		
CIRCLING	1540-1 514 (600-1)	1540-1 1/2 514 (600-1 1/2)	1580-2 554 (600-2)		
CARYE FIX MINIMUMS					
S-LOC 27	1440/24 414 (500-1/2)	1440/40 414 (500-3/4)	1440/50 414 (500-1)		
CIRCLING	1540-1 514 (600-1)	1540-1 1/2 514 (600-1 1/2)	1580-2 554 (600-2)		



LOC/DME I-PVL 110.75 Chan 44 (Y)	APP CRS 008°	Rwy Idg TDZE Apt Elev 9500 1017 1026
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ILS RWY 1R (CAT II)

KANSAS CITY INTL (MCI)



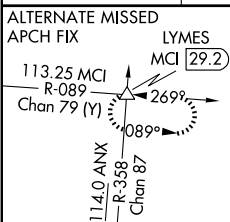
Simultaneous approach authorized with Rwy 1L.

ALSF-2

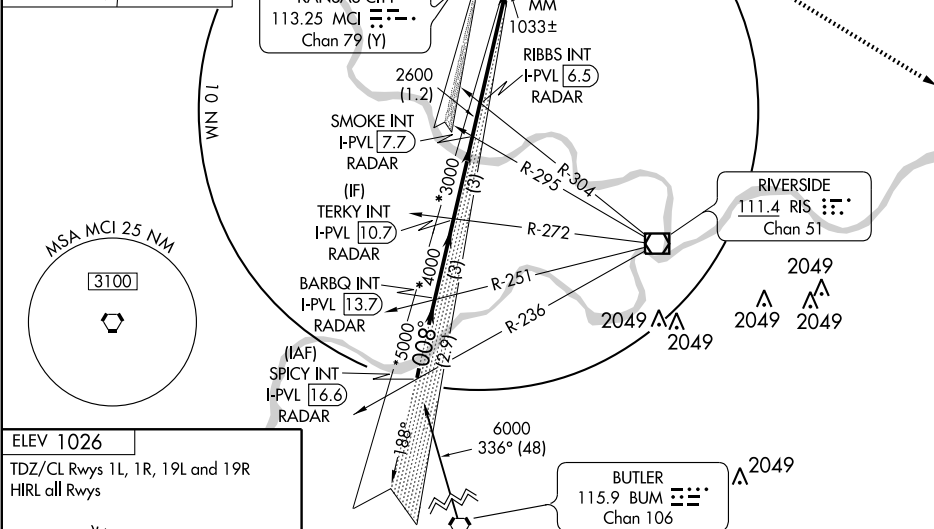
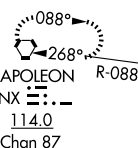


MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

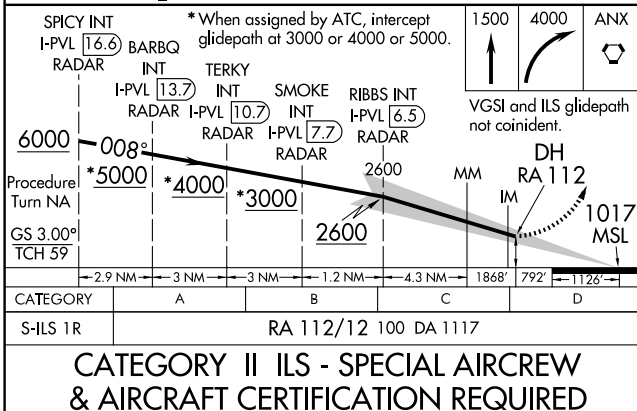
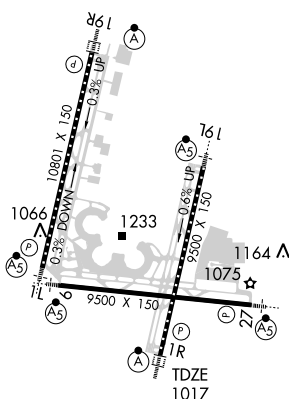
ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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MISSED APCH FIX



ELEV 1026

TDZ/CL Rwy 1L, 1R, 19L and 19R
HIRL all Rwy's

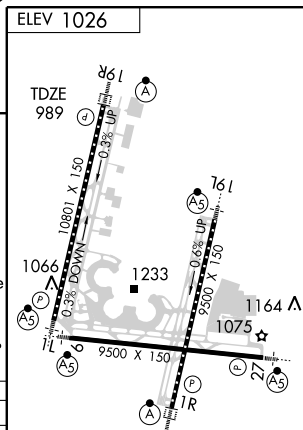
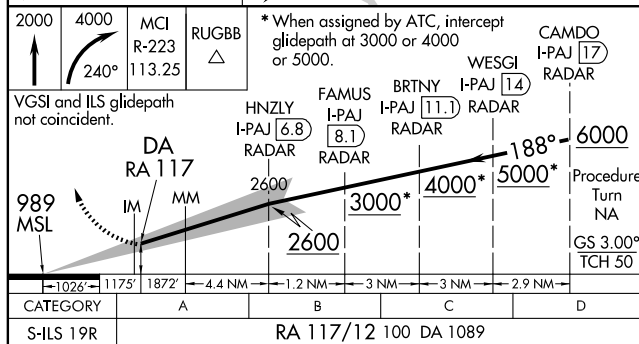
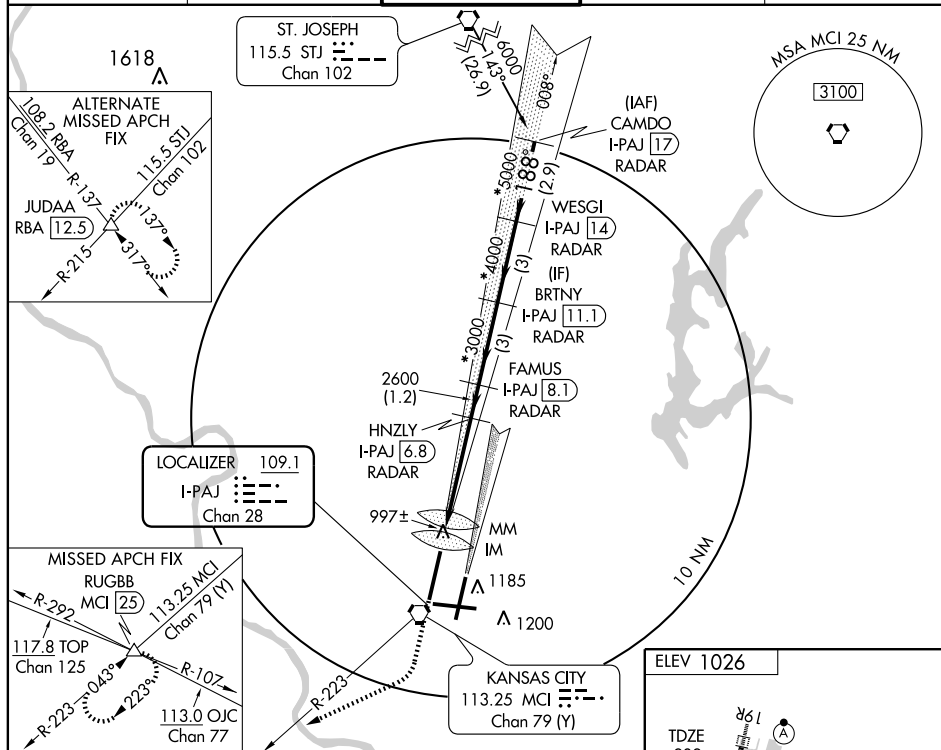
LOC/DME I-PAJ 109.1 Chan 28	APP CRS 188°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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ILS RWY 19R (CAT II)

KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.	ALSIF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.
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ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D
S-ILS 19R	RA 117/12 100 DA 1089			

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

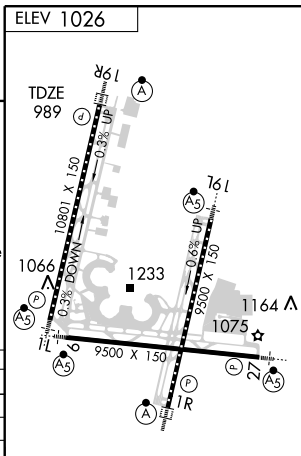
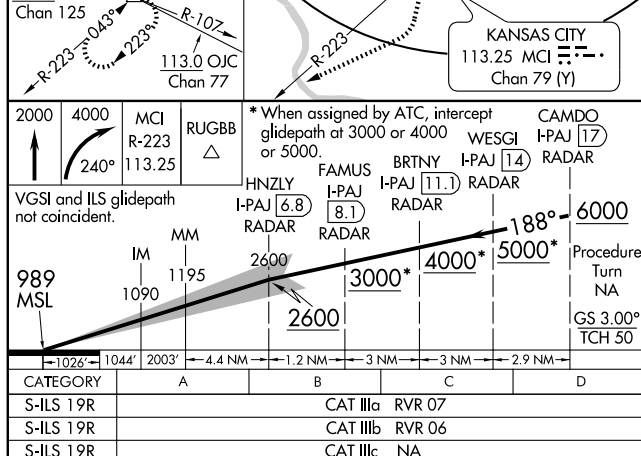
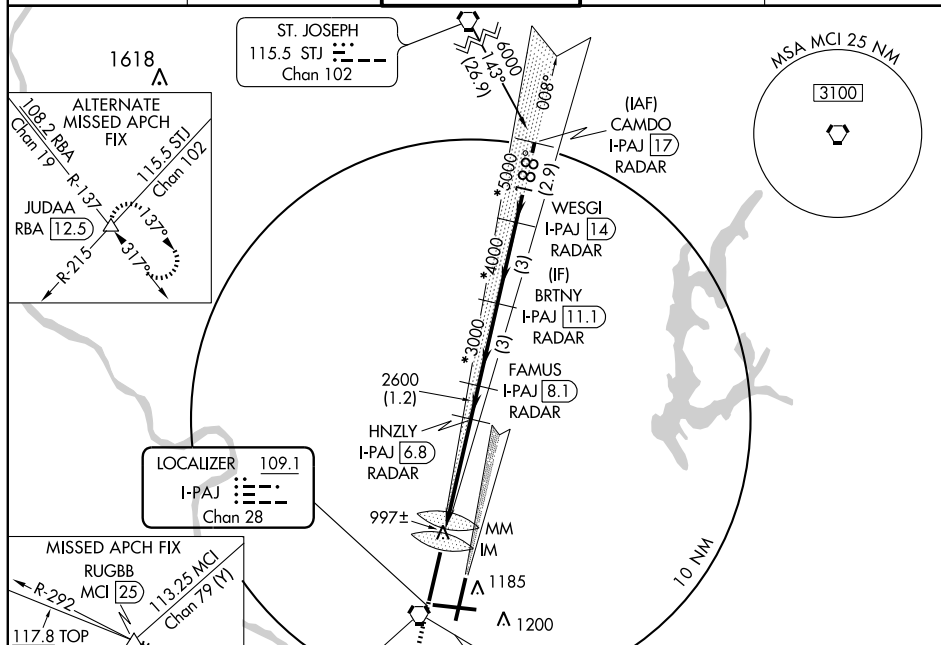
LOC/DME I-PAJ 109.1 Chan 28	APP CRS 188°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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ILS RWY 19R (CAT III)

KANSAS CITY INTL (MCI)

V Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.	ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.
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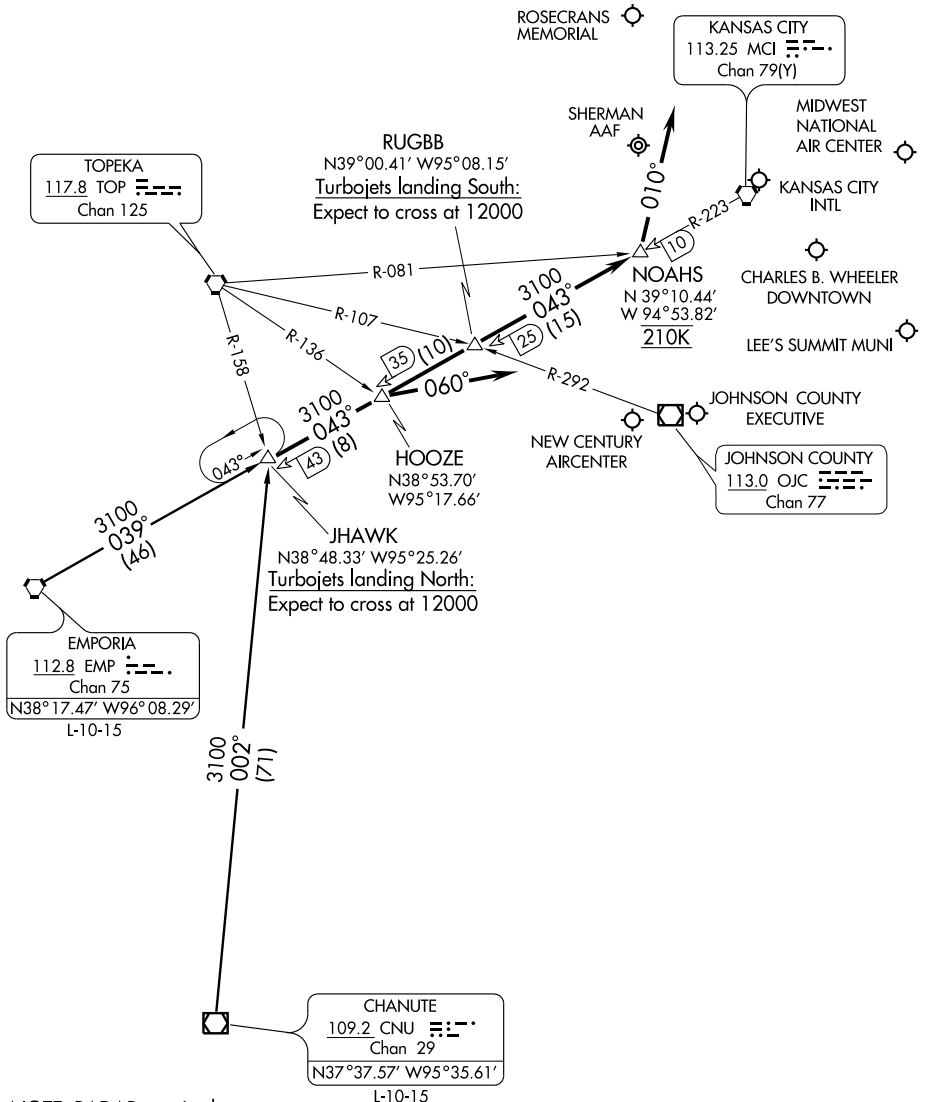
ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rws
TDZ/CL Rws 1L, 1R, 19L and 19R

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

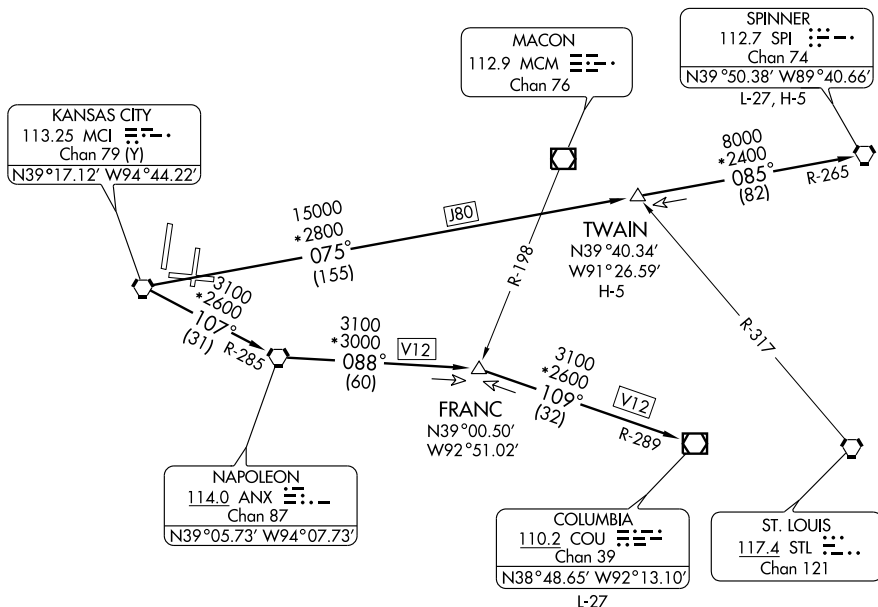
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1



TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.

Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.

Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

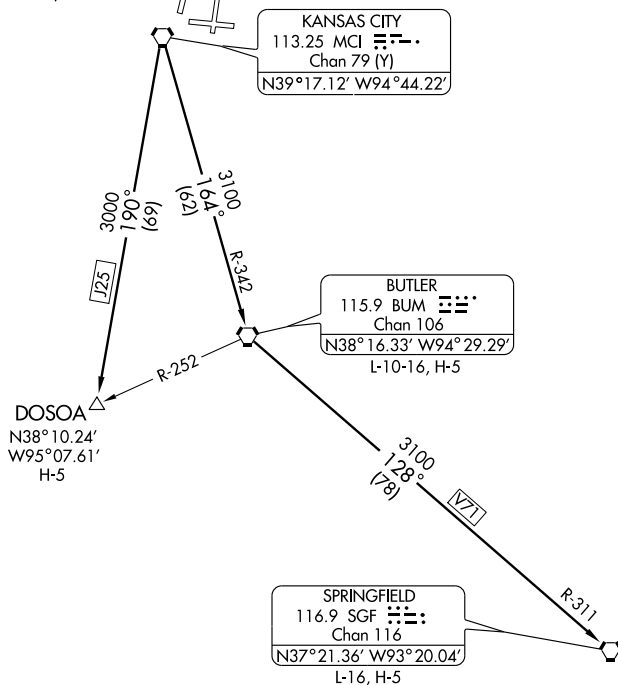
ATIS 128.375

CLNC DEL 135.7

KANSAS CITY DEP CON

123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)

124.7 284.7 (DOSOA TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 42808 W01B	APP CRS 008°	Rwy Idg TDZE 10801 Apt Elev 1026
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RNAV (GPS) Y RWY 1L

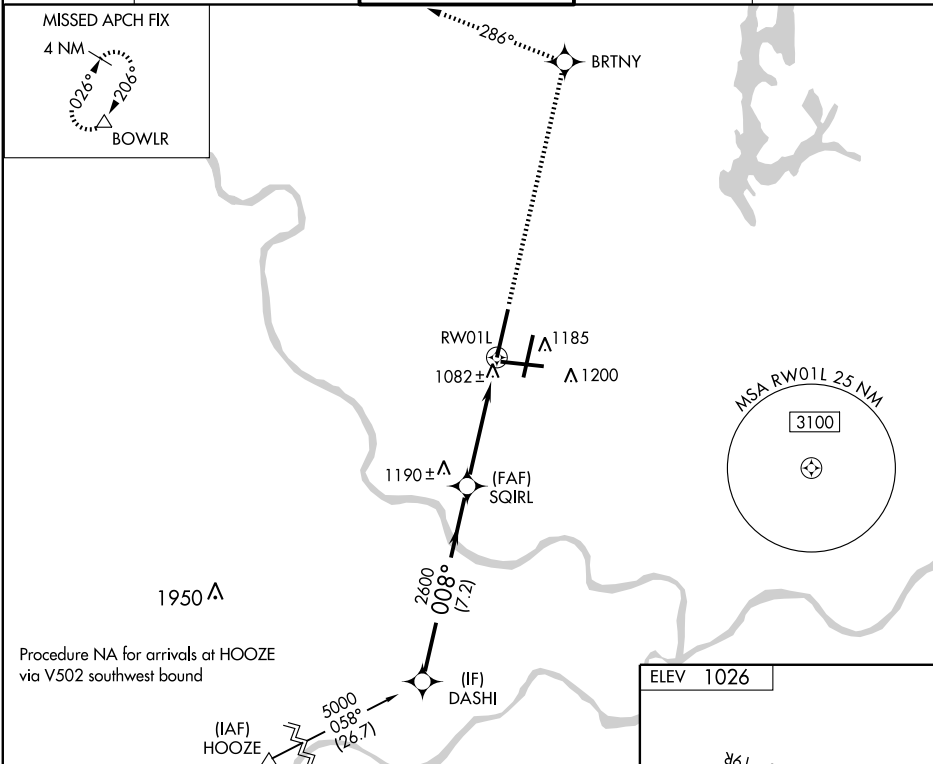
KANSAS CITY INTL (MCI)

▼ For inoperative MALSR, increase LPV all Cnts visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.



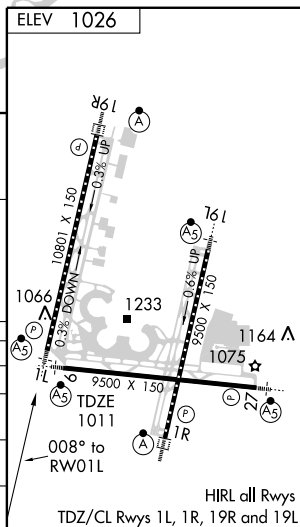
MISSED APPROACH: Climb to 4000 direct
BRTNY and via 286° track to BOWLR
and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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Procedure NA for arrivals at HOOZE
via V502 southwest bound

Procedure Turn NA	DASHI	VGSI and RNAV glidepath not coincident.	4000	BRTNY	286° tr	BOWLR
	5000	008°				
GS 3.00° TCH 57		2600				
	7.2 NM	3.5 NM	1.3			
CATEGORY	A	B	C	D		
LPV DA	1304/24		293 (300-½)			
LNAV/ VNAV DA	1420/50		409 (400-1)			
LNAV MDA	1480/24	469 (500-½)	1480/40 469 (500-¾)	1480/50 469 (500-1)		
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)		



WAAS CH 58208 W01A	APP CRS 008°	Rwy Idg TDZE 1017 Apt Elev 1026
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RNAV (GPS) Y RWY 1R

KANSAS CITY INTL (MCI)

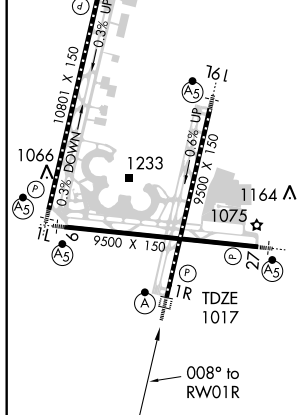
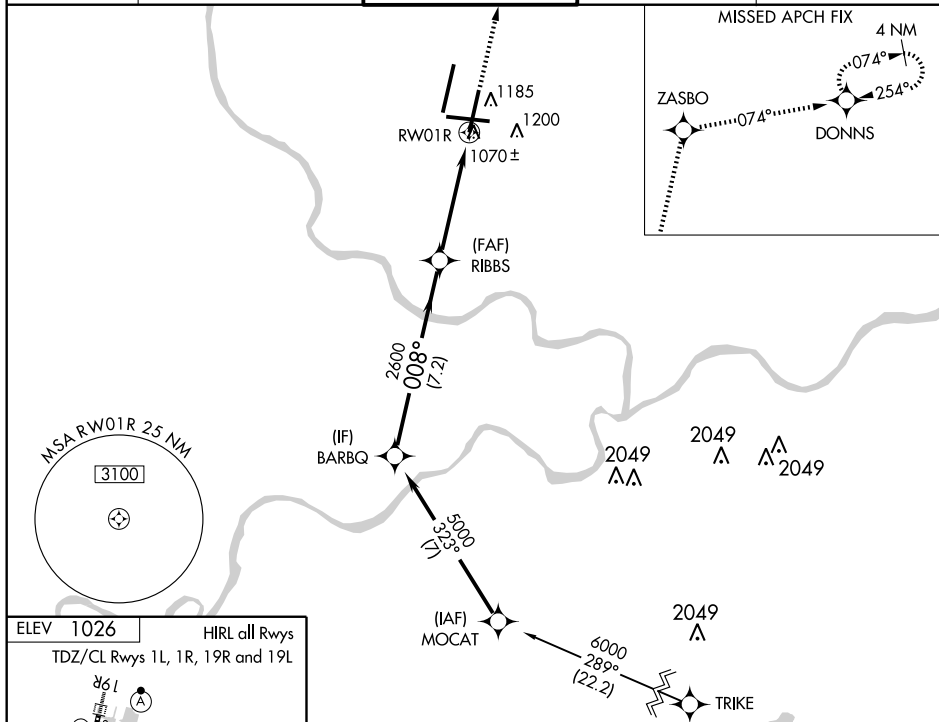
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DMD/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 4000 direct ZASBO and via track 074° direct DONNS and hold

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D	E
LPV DA	1267/24 250 (300-½)				
LNAV/VNAV DA	1326/24	309 (300-½)	1326/40 309 (300-¾)		
LNAV MDA	1400/24	383 (400-½)	1400/50 383 (400-1)		
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)

WAAS CH 56608 W09A	APP CRS 091°	Rwy Idg 9500 TDZE 1015 Apt Elev 1026
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RNAV (GPS) Y RWY 9

KANSAS CITY INTL (MCI)

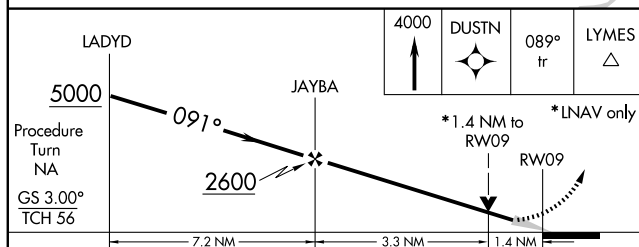
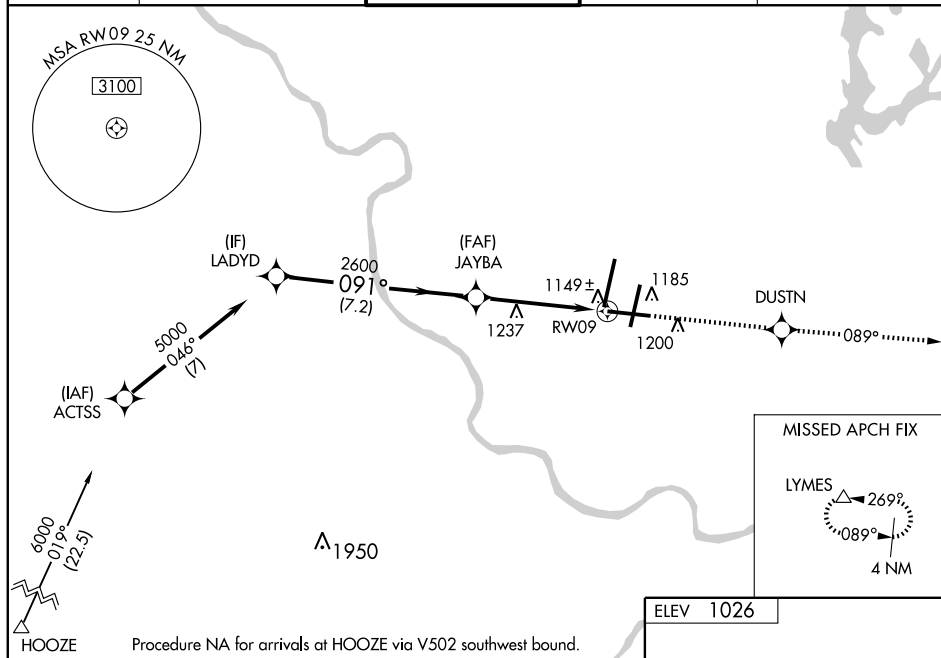
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA
For inoperative MALS, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1 ¾ mile.
Inoperative table does not apply to LPV and LNAV/VNAV.

MALS

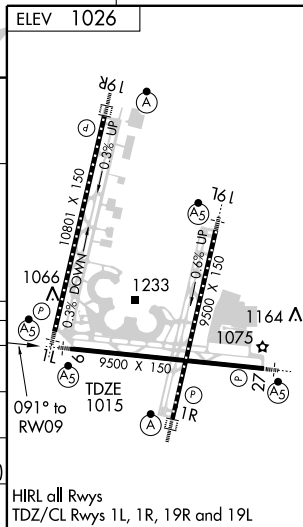


MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D	E
LPV DA	1315/50 300 (300-1)				
LNAV/VNAV DA	1419-1½ 404 (400-1½)				
LNAV MDA	1500/40	485 (500-¾)	1500/50	1500/60	
			485 (500-1)	485 (500-1¼)	
CIRCLING	1540-1	514 (600-1)	1540-1½	1580-2	554 (600-2)
			514 (600-1½)		



WAAS CH 82108 W19A	APP CRS 188°	Rwy Idg TDZE 994 Apt Elev 1026	9500 994 1026
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RNAV (GPS) Y RWY 19L

KANSAS CITY INTL (MCI)

▽ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.



MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

ATIS
128.375

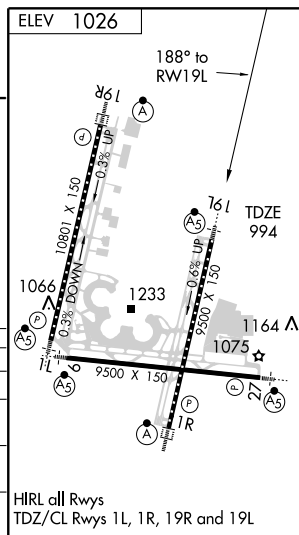
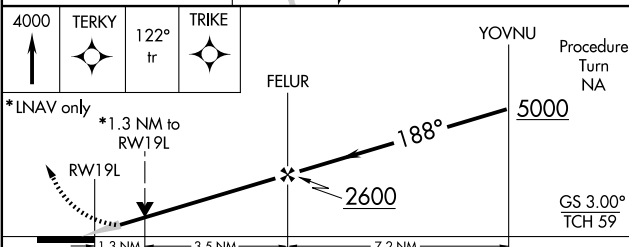
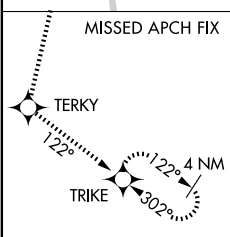
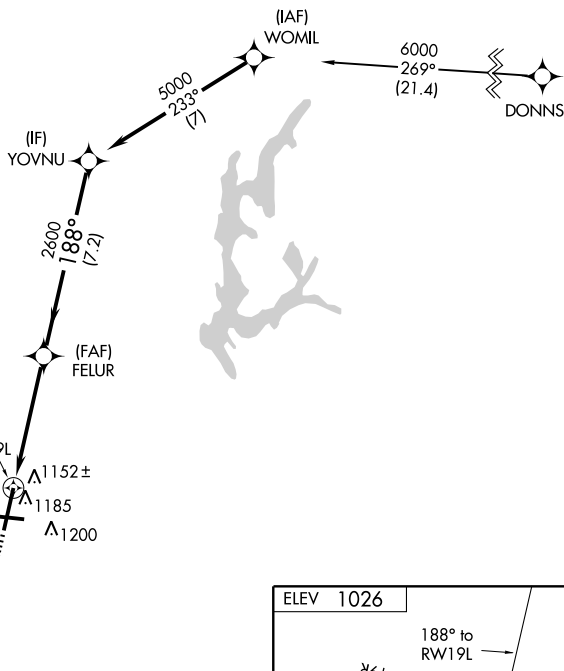
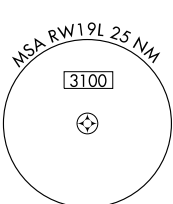
KANSAS CITY APP CON
120.95 318.1

INTERNATIONAL TOWER
128.2 254.25

GND CON
121.8

CLNC DEL
135.7

△ 1618



CATEGORY	A	B	C	D	E
LPV DA	1244/24		250 (300-½)		
LNAV/VNAV DA	1397/50		403 (400-1)		
LNAV MDA	1440/24 446 (500-½)		1440/40 446 (500-¾)	1440/50 446 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

WAAS CH 72908 W19B	APP CRS 188°	Rwy Idg TDZE 989 Apt Elev 1026	10801 989 1026
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RNAV (GPS) Y RWY 19R

KANSAS CITY INTL (MCI)

▼ For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 4000 direct WMP0W and via 239° track to RUGBB and hold.

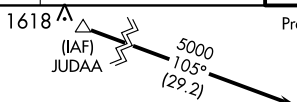
ATIS
128.375

KANSAS CITY APP CON
120.95 318.1

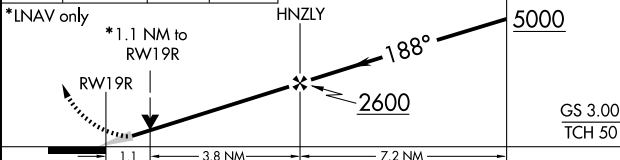
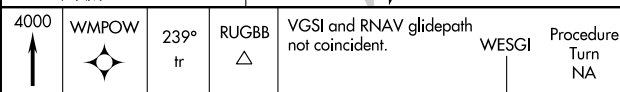
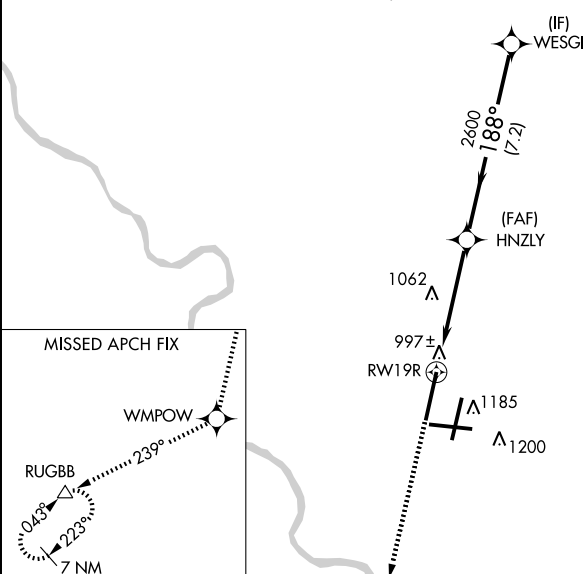
INTERNATIONAL TOWER
128.2 254.25

GND CON
121.8

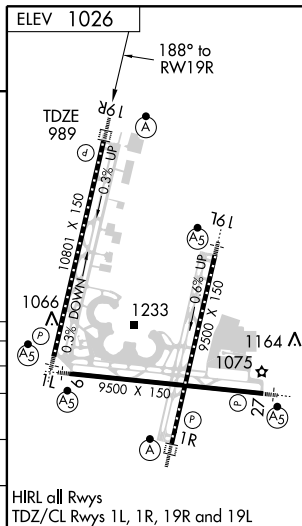
CLNC DEL
135.7



Procedure NA for arrivals at JUDAA via V61 northwest bound.



CATEGORY	A	B	C	D	E
LPV DA	1239/24 250 (300-½)				
LNAV/VNAV DA	1260/24	271 (300-½)	1260/40 271 (300-¾)		
LNAV MDA	1380/24	391 (400-½)	1380/50 391 (400-1)		
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)



WAAS CH 82708 W27A	APP CRS 271°	Rwy Idg TDZE 1026 Apt Elev 1026
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RNAV (GPS) Y RWY 27

KANSAS CITY INTL (MCI)

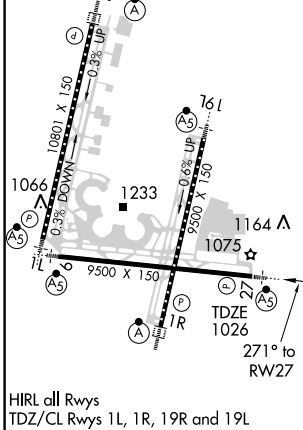
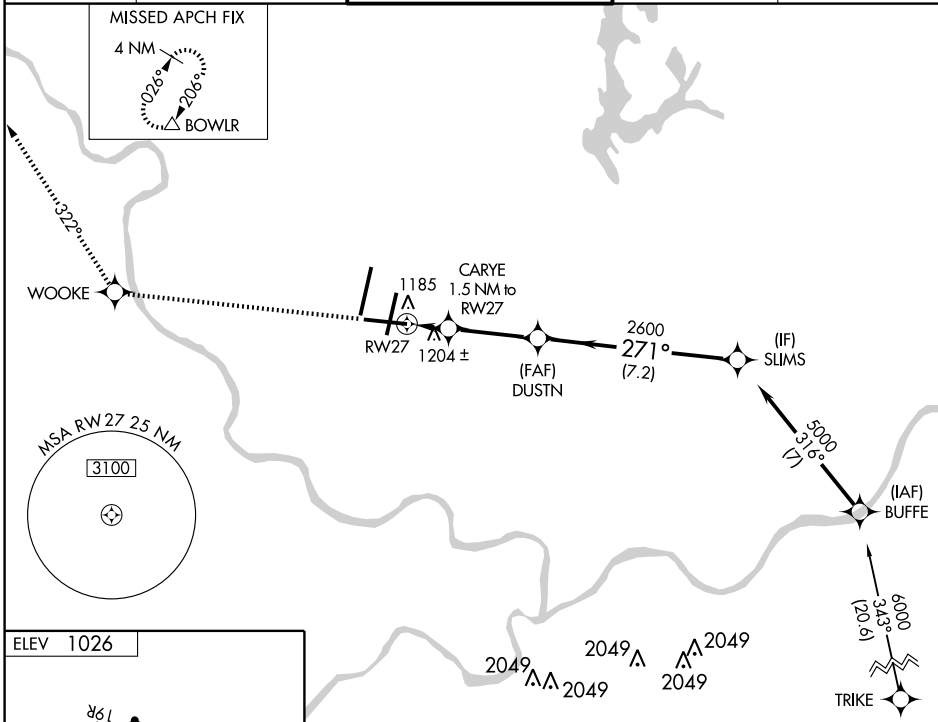
▼ For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¼ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 4000 direct WOOLKE and via 322° track to BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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4000	WOOLKE	322° tr	BOWLR	VGSI and RNAV glidepath not coincident.	SLIMS	Procedure Turn NA
*LNAV only	CARYE 1.5 NM to RW27	DUSTN	2600	271°	5000	GS 3.00° TCH 49
	1.5	3.2 NM	7.2 NM			
CATEGORY	A	B	C	D	E	
LPV DA	1276/24 250 (300-½)					
LNAV/VNAV DA	1495/60 469 (500-1¼)					
LNAV MDA	1460/24 434 (500-½)	1460/40 434 (500-¾)	1460/50 434 (500-1)			
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)			

APP CRS 008°	Rwy Idg 10801
	TDZE 1011
	Apt Elev 1026

RNAV (RNP) Z RWY 1L

KANSAS CITY INTL (MCI)

NA For inoperative MALS, increase RNP 0.19 visibility to RVR 4000, and RNP 0.30 visibility to RVR 6000. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (116°F).
* Missed approach requires minimum climb of 375 feet per NM to 1600.

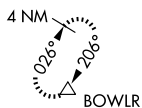
MALSR



MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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MISSED APCH FIX



BOWLR

286°
(25.2)

BRTNY

008°
(10.9)

RW01L

1082 ±

1185

1200

008°
(4.8)(FAF)
SQIRL

2600
008°
(7.2)

(IF)
DASHI

Procedure NA for arrivals at HOOZE via V502 southwest bound

(IAF)
HOOZE

5000

058°
(26.7)

Procedure
Turn
NA

VGSI and RNAV glidepath
not coincident.

4000

008°

BRTNY

286°
tr

BOWLR

5000

008°

2600

SQIRL

2600

RW01L

GP 3.00°
TCH 57

CATEGORY

A

B

C

D

RNP 0.19 DA*

1261/24 250 (300-½)

RNP 0.30 DA

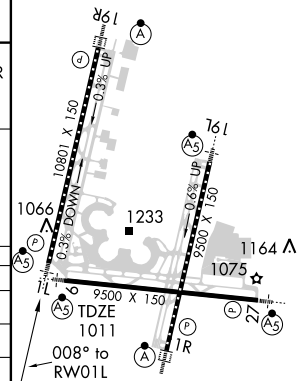
1371/40 360 (400-¾)

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

MSA RW01L 25 NM

3100

ELEV 1026



HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19R and 19L

APP CRS
008°

Rwy Idg	9500
TDZE	1016
Apt Elev	1026

RNAV (RNP) Z RWY 1R
KANSAS CITY INTL (MCI)

T GPS required.

A NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

ALSF-2



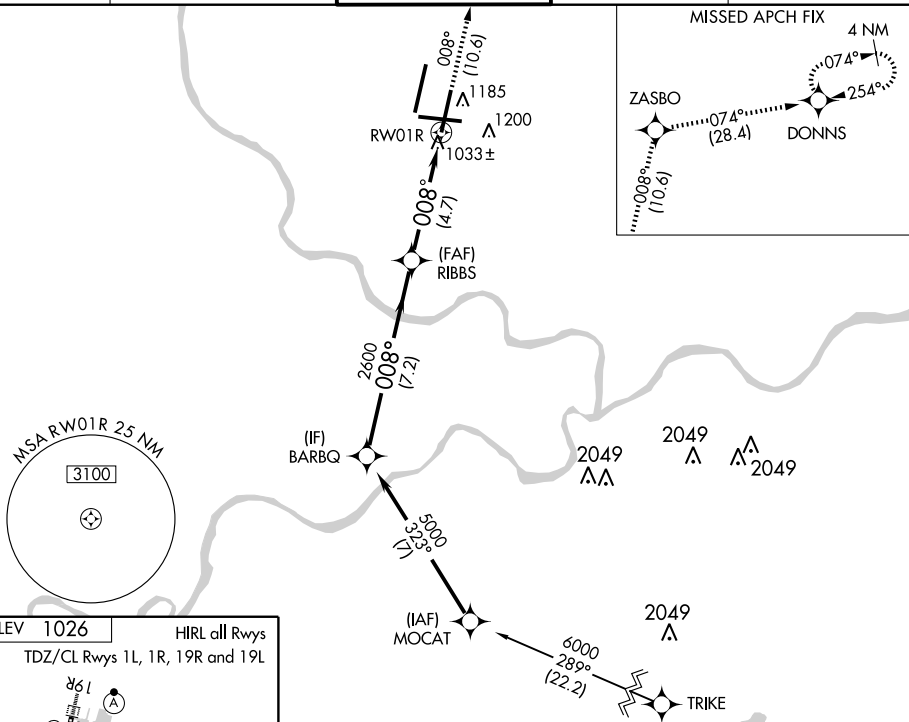
MISSED APPROACH: Climb to 4000 via track 008° to ZASBO and via track 074° to DONNS and hold

ATIS
128.375

KANSAS CITY APP CON
120.95 318.1

INTERNATIONAL TOWER
128.2 254.25

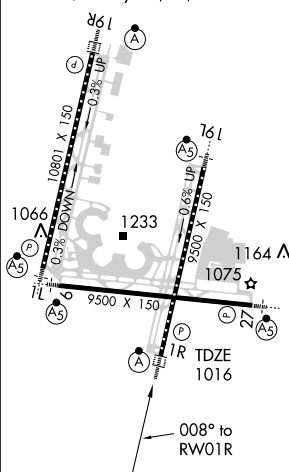
GND CON
121.8

CLNC DEL
135.7

ELEV 1026

HIRL all Rwys

TDZ/CL Rwy's 1L, 1R, 19R and 19L



Procedure	BA
Turn	

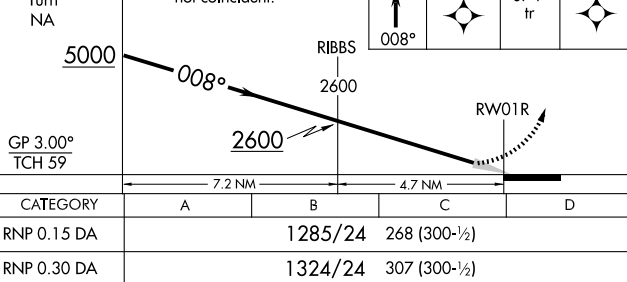
BARBQ VGS1 and RNAV glidepath not coincident.

4000
▲

ZASBO

074°

DONNS



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

KANSAS CITY, MISSOURI
Orig-A 14JAN10

39°18'N - 94°43'W

KANSAS CITY INTL (MCI)

RNAV (RNP) Z RWY 1R

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

APP CRS 091°	Rwy Idg 9500
	TDZE 1015
	Apt Elev 1026

RNAV (RNP) Z RWY 9

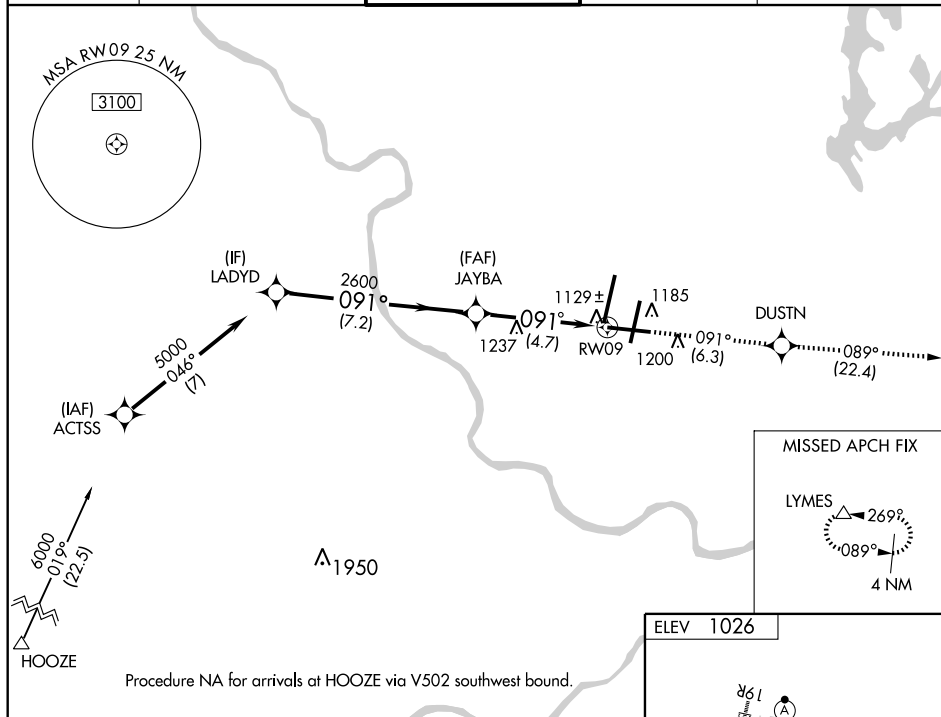
KANSAS CITY INTL (MCI)

▼ GPS required.
▲ NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
 For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.



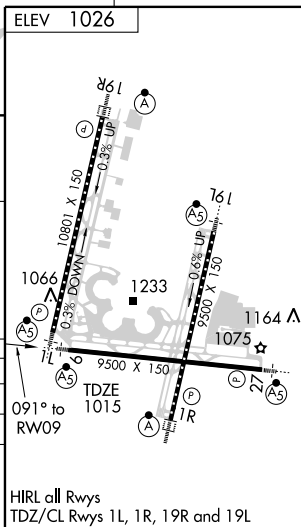
MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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LADYD		JAYBA		RW09	
5000		2600		2600	
Procedure Turn NA					
GP 3.00°					
TCH 56					
7.2 NM		4.7 NM			
CATEGORY	A	B	C	D	
RNP 0.15 DA	1355/40		340 (400-¾)		
RNP 0.30 DA	1392/40		377 (400-¾)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

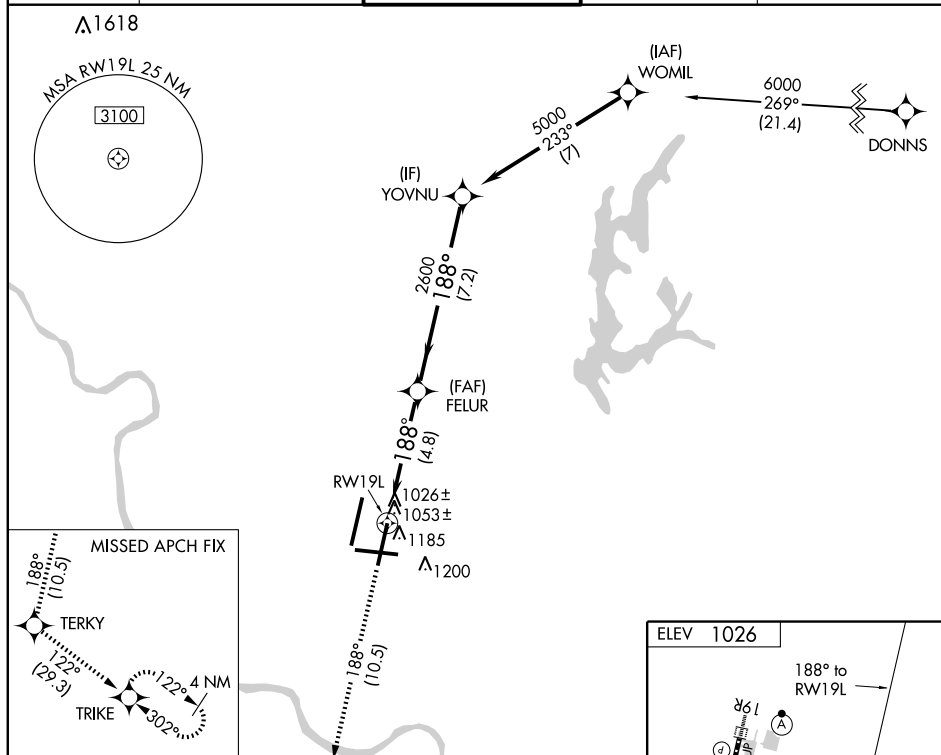


APP CRS 188°	Rwy Idg TDZE Apt Elev	9500 994 1026
------------------------	-----------------------------	--

RNAV (RNP) Z RWY 19L

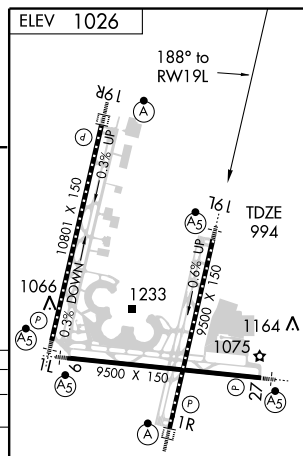
KANSAS CITY INTL (MCI)

<div><div></div><div>NA</div></div>	GPS required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F). For inoperative MALS R increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.		<div><div>MALS R</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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4000 ↑ 188°	TERKY ✧	122° tr	TRIKE ✧	FELUR 2600	YOVNU 5000	Procedure Turn NA
				GP 3.00° TCH 59		
CATEGORY	A	B	C	D		
RNP 0.15 DA	1302/40 308 (300-34)					
RNP 0.30 DA	1417/50 423 (400-1)					

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

APP CRS 271°	Rwy Idg 9500 TDZE 1026 Apt Elev 1026
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RNAV (RNP) Z RWY 27

KANSAS CITY INTL (MCI)

GPS required.
 For uncompensated Baro-VNAV systems, procedure NA below
 -1°C (31°F) or above 46°C (114°F).
 For inoperative MALS, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

MALSR

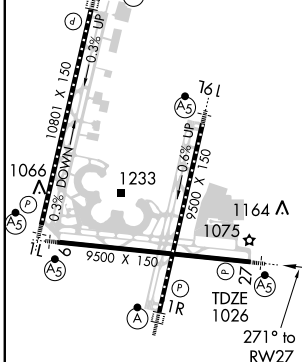
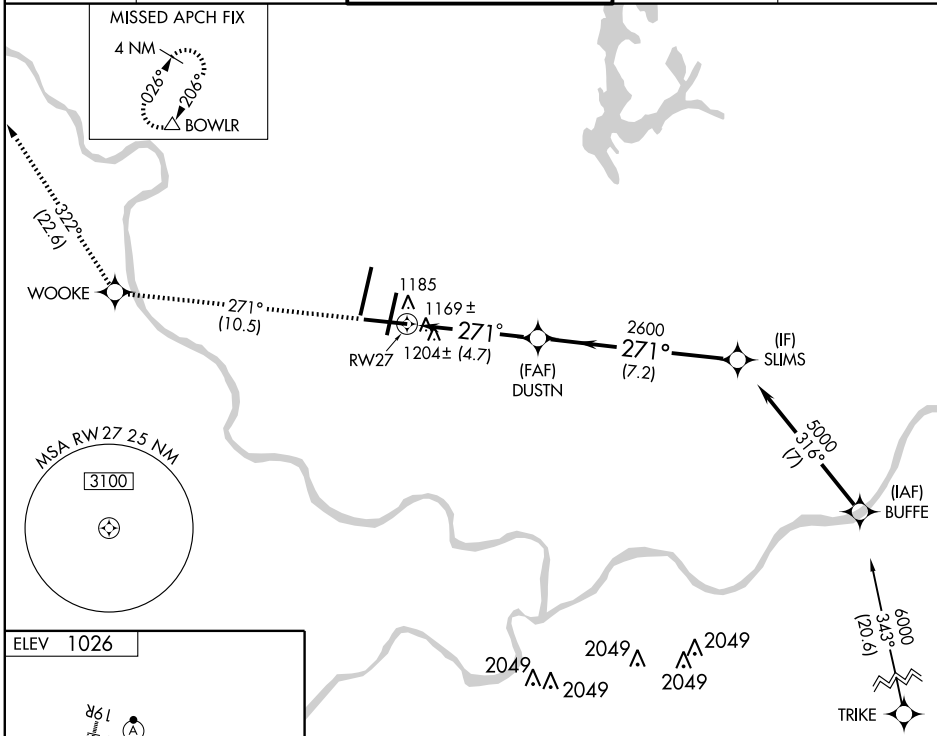


MISSED APPROACH: Climb to 4000
 via 271° track to WOOKE and via
 322° track to BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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MISSED APCH FIX

4 NM



4000 ↑ 271°	WOOKE	322° tr	BOWLR △	VGSI and RNAV glidepath not coincident.	SLIMS	Procedure Turn NA
				DUSTN		
				2600	271°	5000
				4.7 NM	7.2 NM	
CATEGORY	A	B	C	D		
RNP 0.15 DA		1414/40	388 (400-¾)			GP 3.00° TCH 49
RNP 0.30 DA		1492/60	466 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ROBINSON THREE ARRIVAL

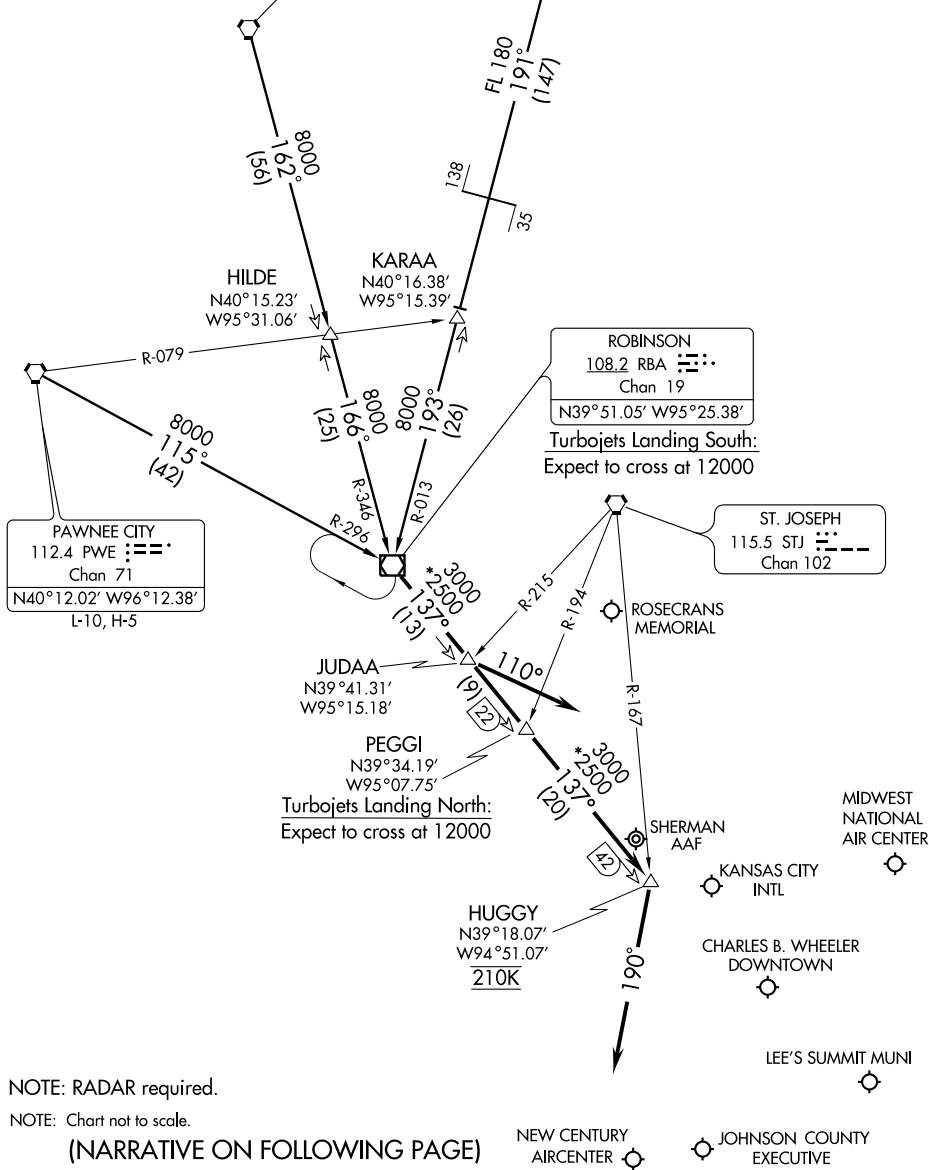
ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1

OMAHA
116.3 OVR
Chan 110
N41°10.04' W95°44.20'
L-10-12, H-5

FORT DODGE
113.5 FOD
Chan 82
N42°36.67' W94°17.69'
L-12, H-5



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ROYAL THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY, MISSOURI

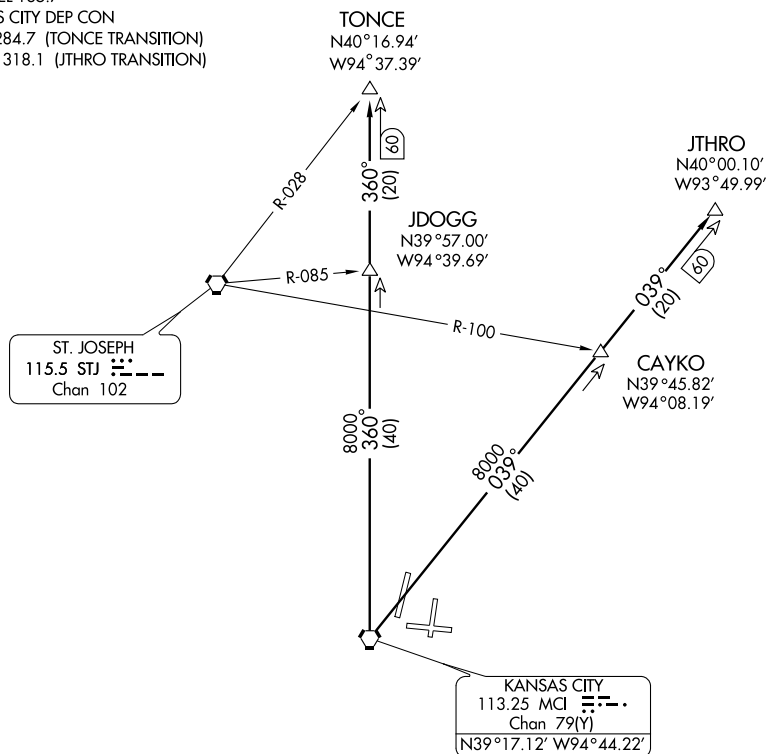
ATIS 128.375

CLNC DEL 135.7

KANSAS CITY DEP CON

124.7 284.7 (TONCE TRANSITION)

123.95 318.1 (JTHRO TRANSITION)



NOTE: Chart not to scale

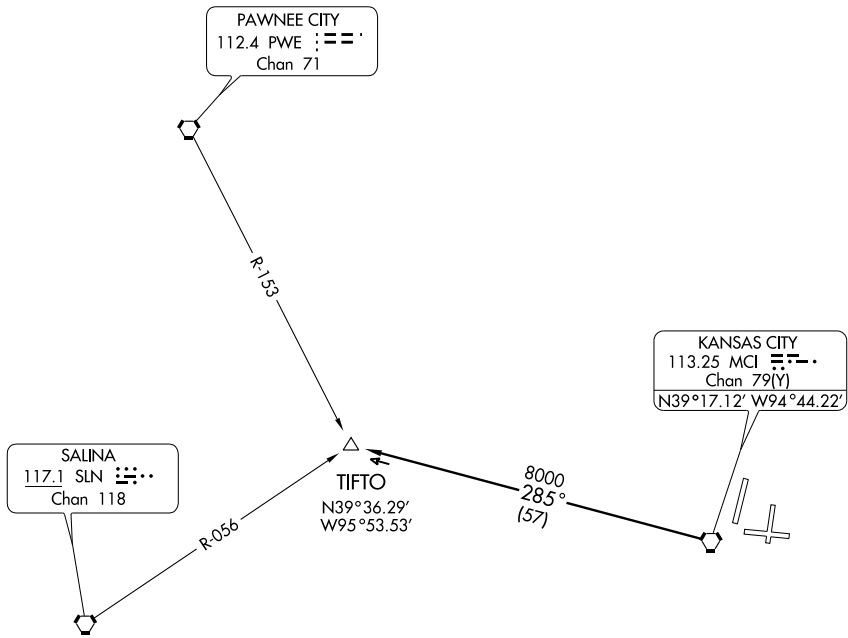
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NC-3, 21 OCT 2010 to 18 NOV 2010

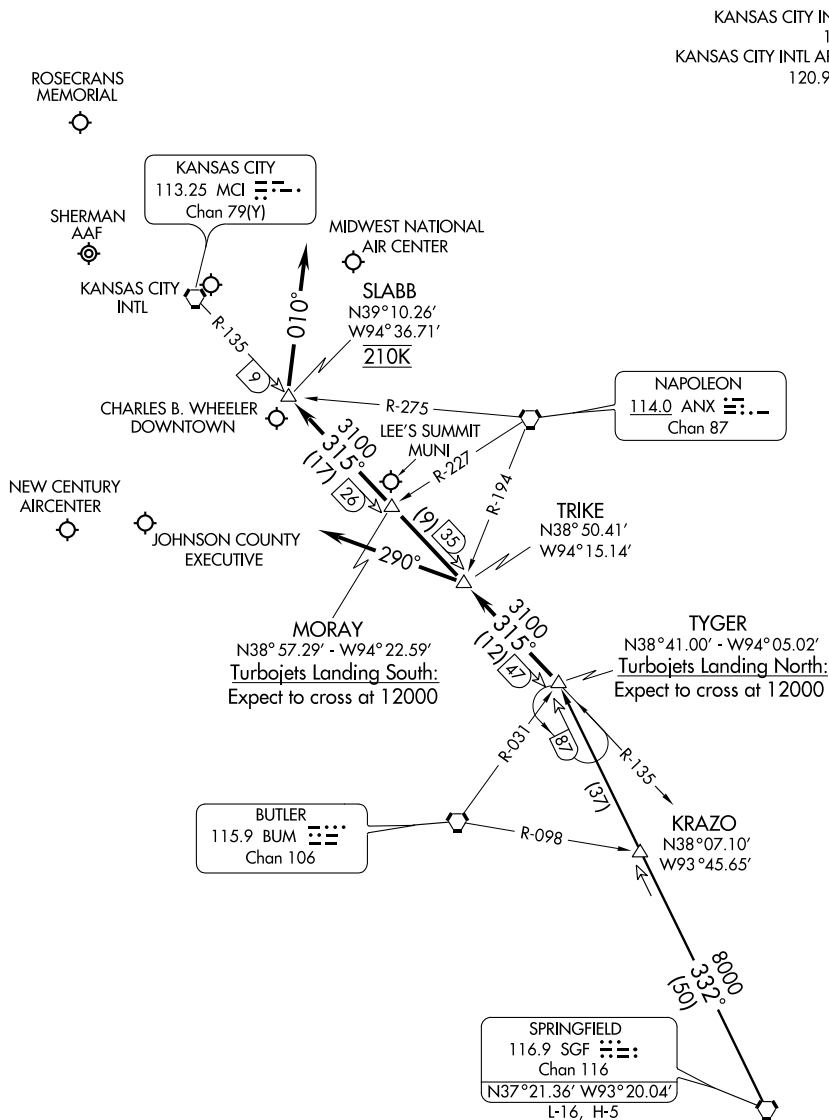
NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

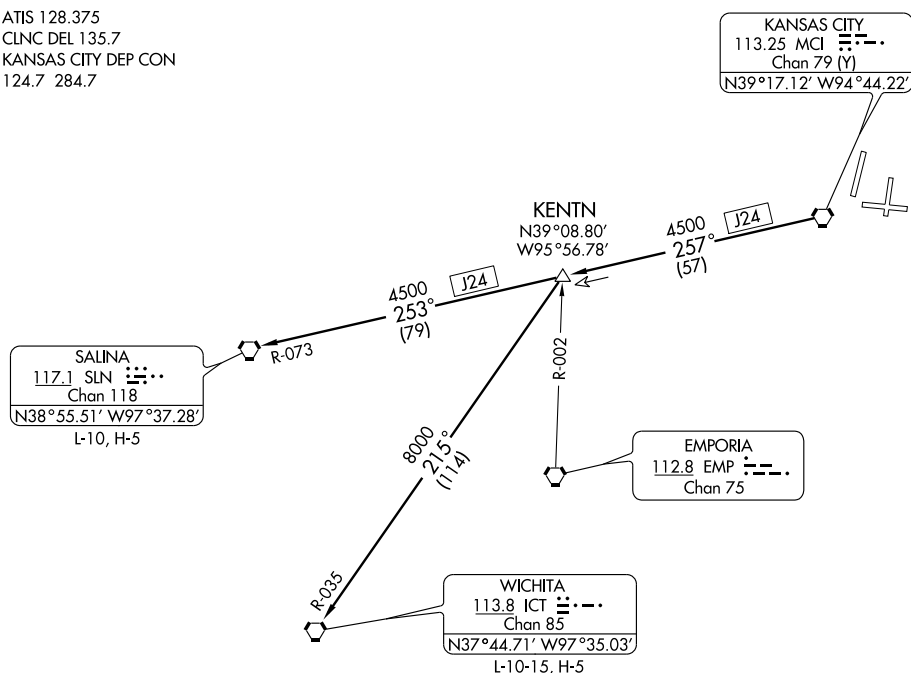
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

94°35'W

KANSAS CITY, MISSOURI

NC-3. 21 OCT 2010 to 18 NOV 2010

KANSAS CITY

CHARLES B. WHEELER DOWNTOWN

(MKC) 0 NW UTC-6(-5DT) N39°07.39' W94°35.57'

KANSAS CITY

759 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class IV, ARFF Index A

H-5C, L-10J, A

NOTAM FILE MKC

IAP, AD

RWY 01-19: H7101X150 (CONC) S-86, D-171, 2S-175, 2D-342
HIRL

RWY 01: REIL. VASI(V4L)—GA 3.7° TCH 66'. Thld dspcd 300'. Tree.

RWY 19: MALSF. VASI(V4L)—GA 3.0° TCH 46'. Thld dspcd 200'.
Road.RWY 03-21: H5050X100 (ASPH-GRVD) S-48, D-73, 2S-93,
2D-136 HIRL.

RWY 03: VASI(V4L)—GA 3.0° TCH 50'. Thld dspcd 500'. Levee.

RWY 21: REIL. VASI(V4L)—GA 3.3° TCH 57'. Thld dspcd 699'. Railroad.

LAND AND HOLD SHORT OPERATIONS

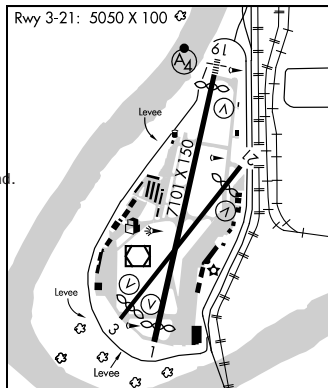
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 19	03-21	3850

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-7101	TODA-7101	ASDA-6101	LDA-5801
RWY 03: TORA-5050	TODA-5050	ASDA-5050	LDA-4550
RWY 19: TORA-7101	TODA-7101	ASDA-7101	LDA-6901
RWY 21: TORA-5050	TODA-5050	ASDA-5050	LDA-4351

ARRESTING GEAR/SYSTEM

RWY 19: EMAS



AIRPORT REMARKS: Attended continuously. 100LL self svc avbl 24 hrs with credit card only. Waterfowl on and invof arpt. Flocks of pigeons invof departure end of Rwy 03. Crane 98' AGL 3300' S AER Twy 3 daylight hrs Mon-Fri. Category C/D operations not allowed Rwy 03-21. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 816-513-0800. Air carrier ops not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager confirming ARFF avbl prior to landing or takeoff. VFR E traffic pattern Rwy 03-21: departing Rwy 03 right traffic attain traffic pattern altitude prior to turning crosswind. Landing Rwy 21 maintain traffic pattern altitude until passing N of Missouri river. Sun glare may interfere with sign and pavement markings on E/W twys. Twr has ltd visibility of T-hanger aprons N of Twy D and W of Twy L. Aprons at hangar 6A clsd to air carrier ops. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (816) 471-2549. LAWRS.**COMMUNICATIONS:** ATIS 120.75 (816) 329-2850 UNICOM 122.95

RCO 122.65 (COLUMBIA RADIO)

RCO 122.1R 113.25T (COLUMBIA RADIO)

DOWNTOWN RCO 122.6 (COLUMBIA RADIO)

® KANSAS CITY APP/DEP CON 118.4

DOWNTOWN TOWER 133.3 GND CON 121.9 CLNC DEL 121.9 PRE-TAXI CLNC 121.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22' W94°35.80' at fld. 740/5E.

KENZY NDB (LOM) 344 MK N39°13.25' W94°33.86' 188° 6.0 NM to fld.

ILS 109.9 I-MKC Rwy 19 Class IE. LOM KENZY NDB.

ILS 111.75 I-GQR Rwy 03

COMM/NAV/WEATHER REMARKS: Interference from FM radio station may affect communication in the immediate vicinity of arpt. Freq 121.5 not avbl at twr or FSS.

BRAYMER FOUR ARRIVAL

ST-780 (FAA)

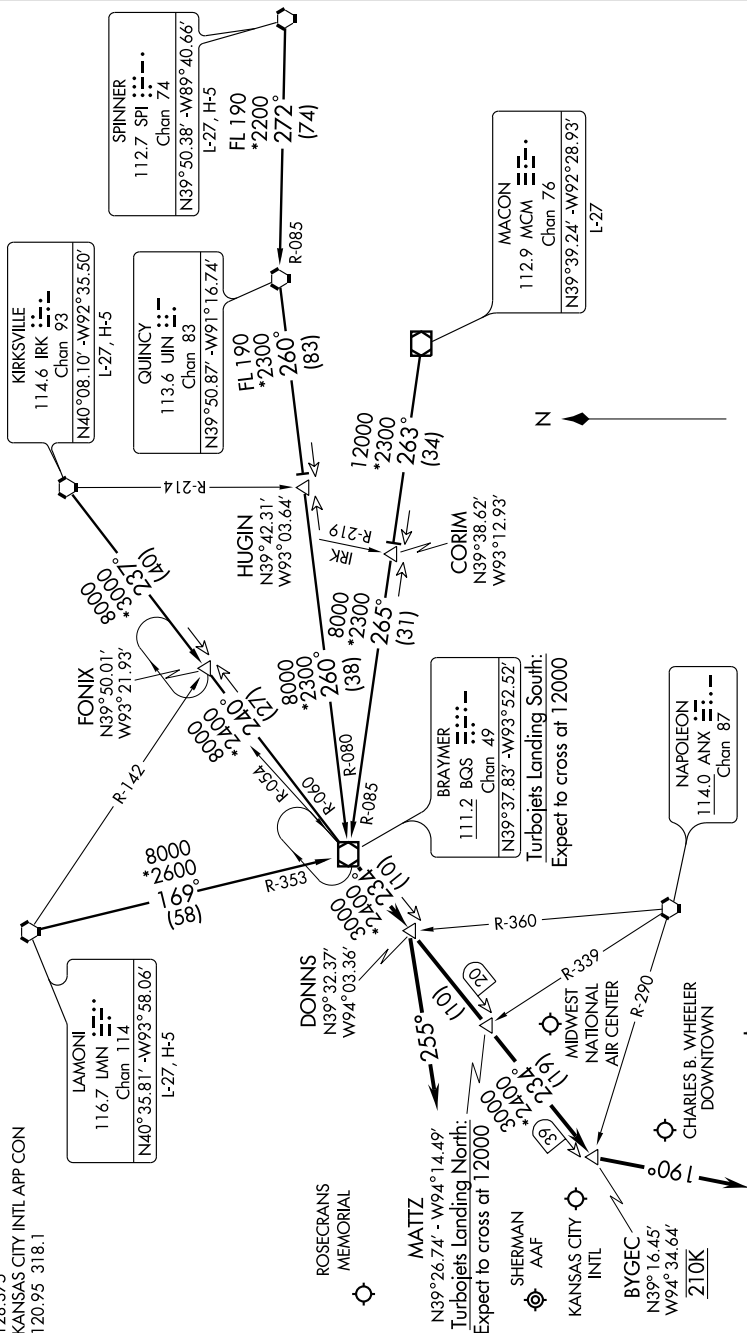
KANSAS CITY, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101



NEW CENTURY
AIRCENTER

LEE'S SUMMIT MUNI

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3. 21 OCT 2010 to 18 NOV 2010

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

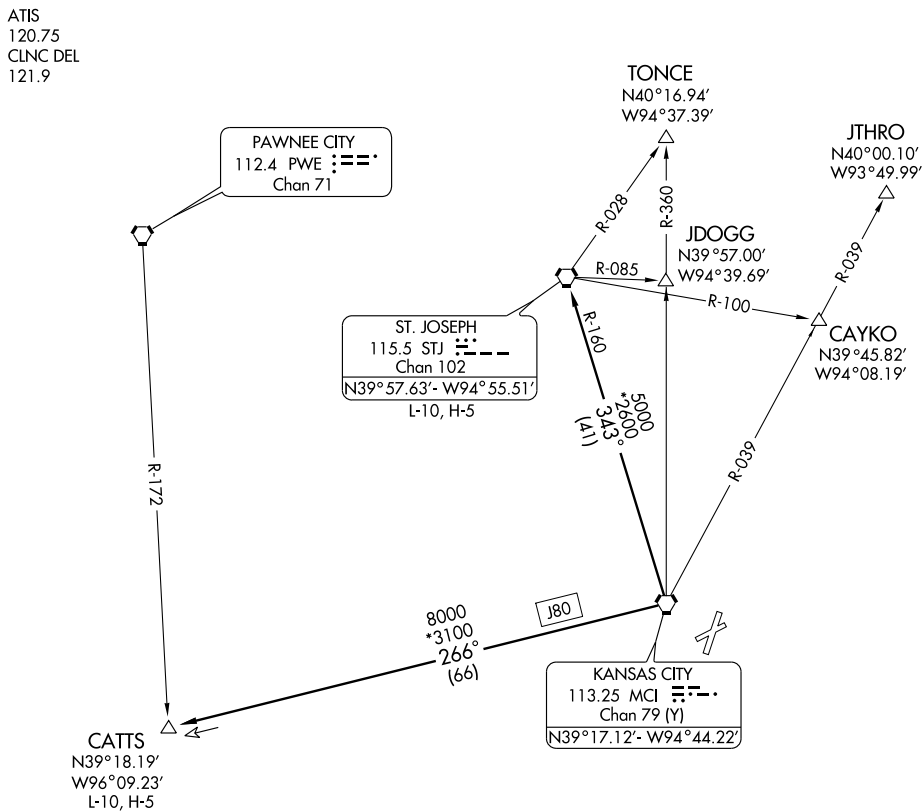
OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)



CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-GQR 111.75	APP CRS 031°	Rwy Idg TDZE Apt Elev	4550 744 759
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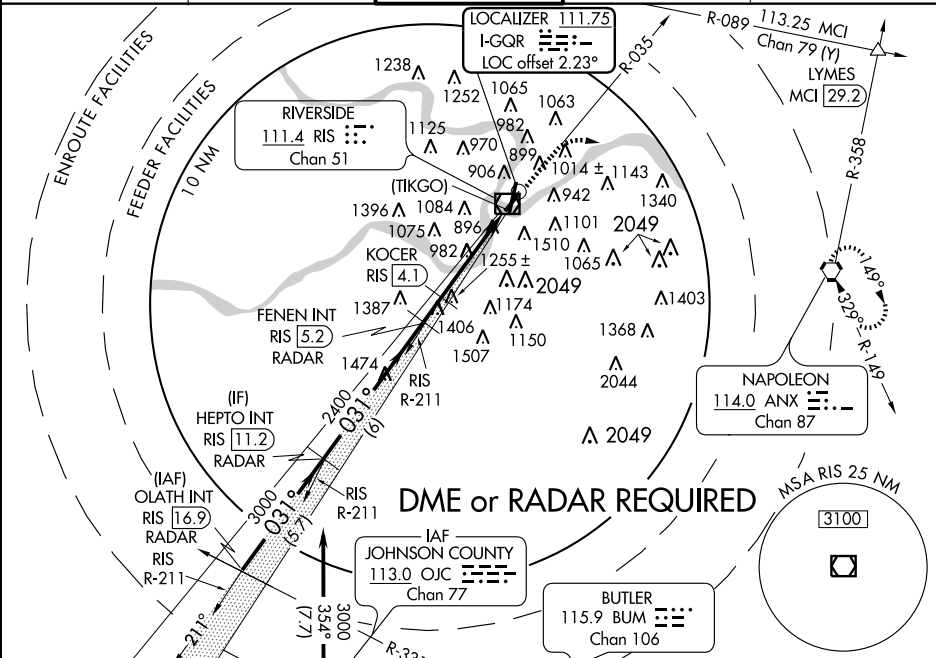
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

ILS or LOC RWY 3

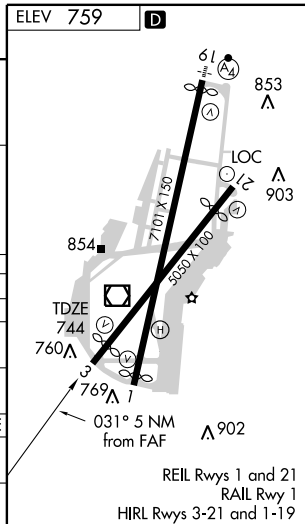
 Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
 If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. VGS1 and ILS glidepath not coincident.

MISSED APPROACH: Climb to 3000 via
 RIS VOR/DME R-035 then direct ANX
 VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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	OLATH INT RIS 16.9 RADAR	HEPTO INT RIS 11.2 RADAR	FENEN INT RIS 5.2 RADAR	3000 ↑ RIS R-035 114.0	ANX 114.0
	3000	3000	2400	2400	(TIKGO)
	*2120 when using Kansas City Intl altimeter setting				GS 3.00° TCH 44
	5.7 NM	6 NM	1.1 NM	3.9 NM	
CATEGORY	A	B	C	D	
S-ILS 3	1049/50	305 (300-1)	NA		
S-LOC 3	2040/60 1296 (1300-1¼)	2040-1½ 1296 (1300-1½)	NA		
CIRCLING	2040/60 1281 (1300-1¼)	2040-1½ 1281 (1300-1½)	2040-3	1281 (1300-3)	
KOCER FIX MINIMUMS # # DME from RIS VOR/DME					
S-LOC 3	1240/50	496 (500-1)	NA		
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¼)	1400-2 641 (700-2)	



LOC I-MKC 109.9	APP CRS 188°	Rwy Idg TDZE 6901 Apt Elev 757 759
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ILS OR LOC RWY 19

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

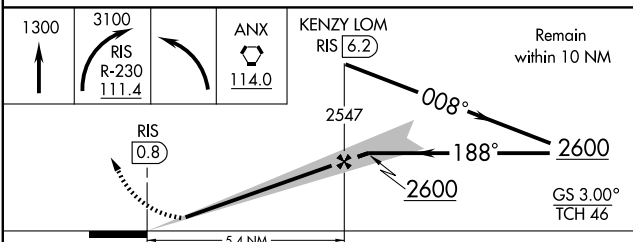
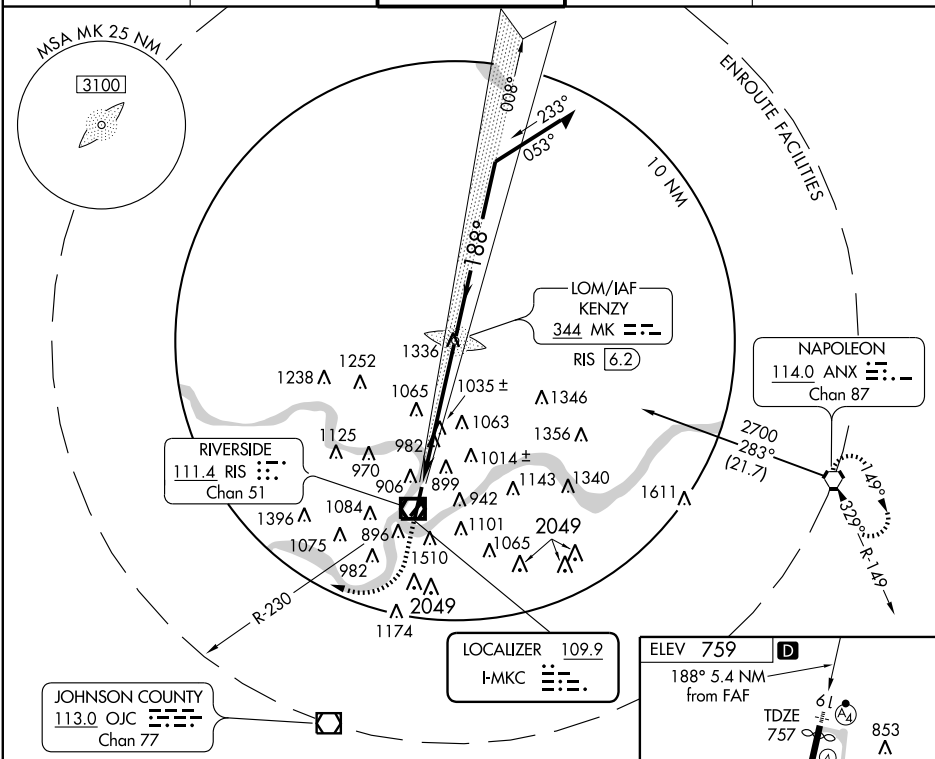
▼ If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.
▲ Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply to S-LOC-19 Cat C.

MALSF

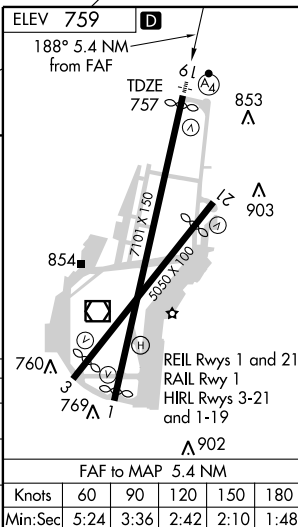


MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

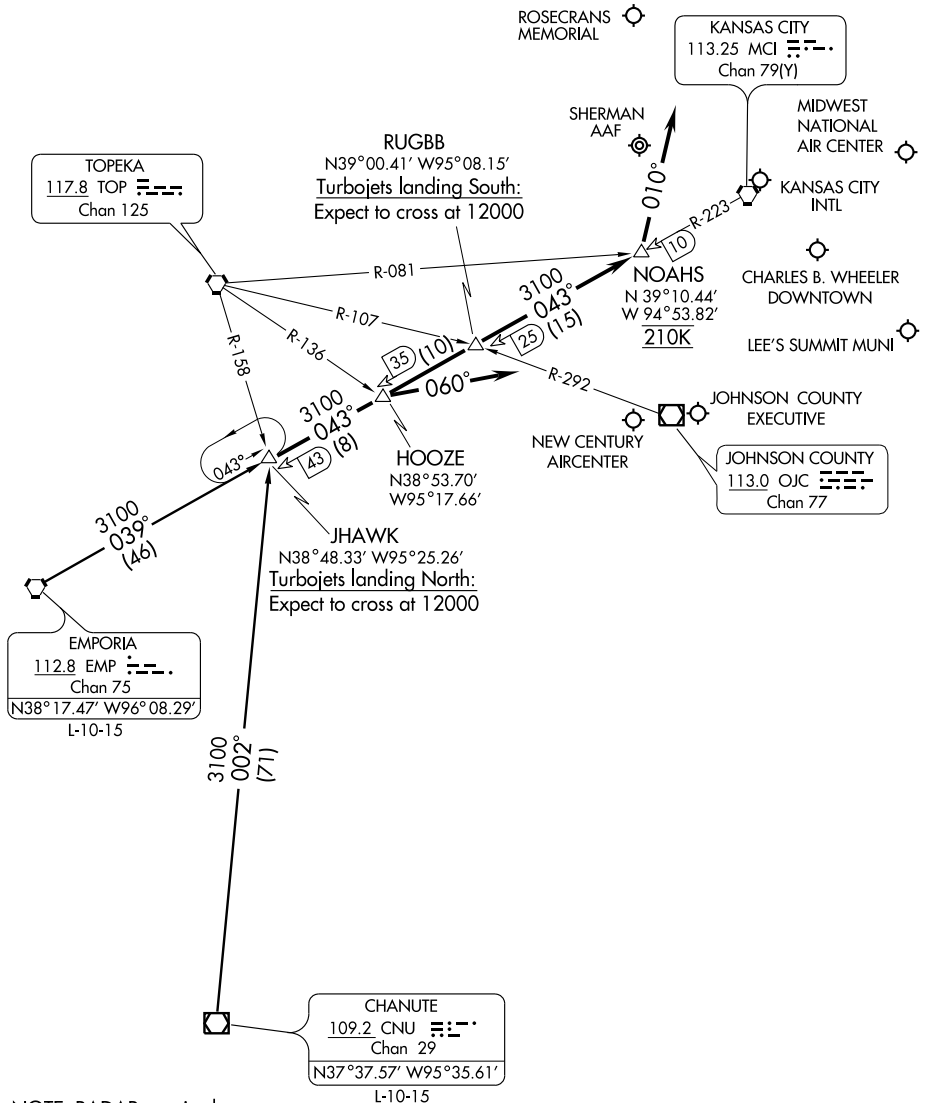
ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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CATEGORY	A	B	C	D
S-ILS 19	1007/40		250 (300-¾)	
S-LOC 19	1300/40	543 (600-¾)	1300-1½ 543 (600-1½)	1300-1¾ 543 (600-1¾)
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)



KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



(NARRATIVE ON FOLLOWING PAGE)

NC-3. 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

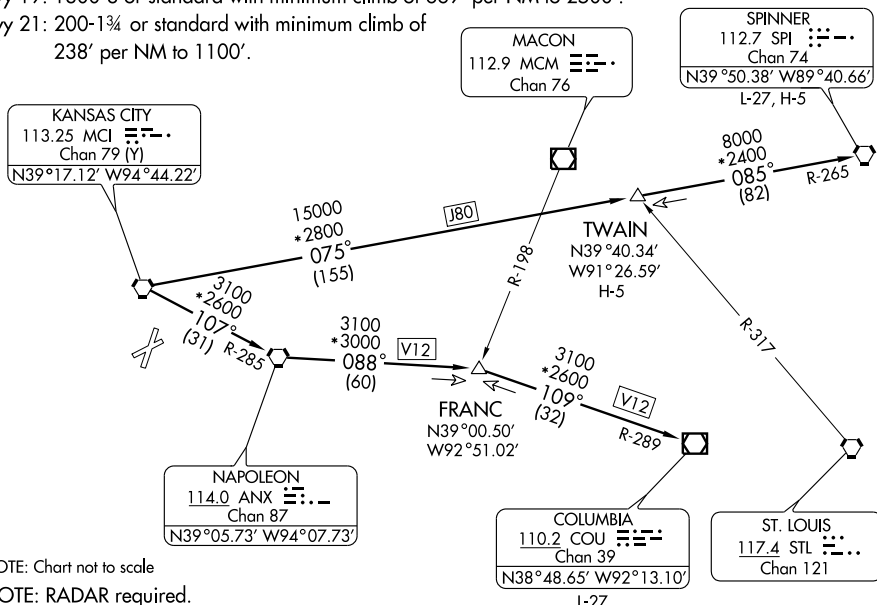
....Expect radar vectors to final approach course.

LAKES FIVE DEPARTURE

TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335' per NM to 2000'.
 Rwy 3: 400-2½ or standard with minimum climb of 235' per NM to 1900'.
 Rwy 19: 1300-3 or standard with minimum climb of 669' per NM to 2500'.
 Rwy 21: 200-1¾ or standard with minimum climb of 238' per NM to 1100'.

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135' left of centerline, up to 100' AGL/1079' MSL.
 OL on elevator 3663' from DER, 1231' right of centerline, 172' AGL/912' MSL.

Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from DER, 240' right of centerline, up to 94' AGL/853' MSL.
 OL on elevator 829' from DER, 478' right of centerline, 125' AGL/865' MSL.
 Crane T 2.1 NM from DER, 3151' right of centerline, 296' AGL/1110' MSL.

Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282' from DER, 279' right of centerline, up to 291' AGL/1251' MSL.
 Tower 2.5 NM from DER, 3165' left of centerline, 1168' AGL/2049' MSL.

Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205' from DER, 476' right of centerline, up to 118' AGL/858' MSL.
 OL on elevator 5178' from DER, 803' left of centerline, 148' AGL/896' MSL.
 Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOM MK	APP CRS	Rwy Idg	6901
<u>344</u>	188°	TDZE	757
		Apt Elev	759

NDB RWY 19
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

T Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
Inoperative table does not apply.

A If local altimeter setting not received, use Kansas City Intl
altimeter setting and increase all MDAs 80 feet.

MALSF



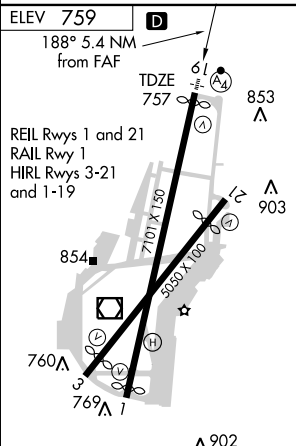
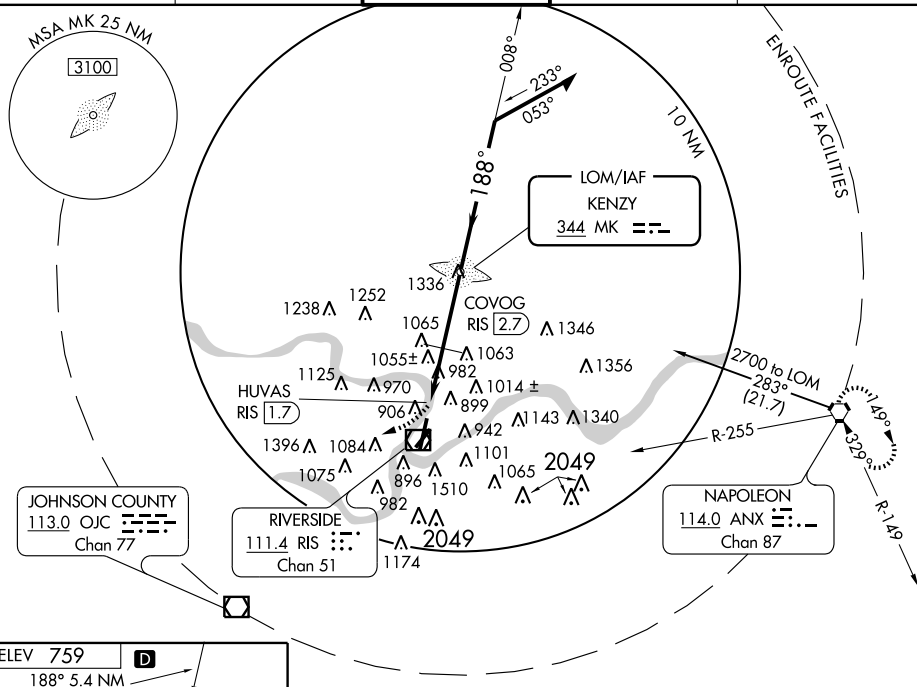
MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

ATIS
120.75

KANSAS CITY APP CON
118.4 294.7

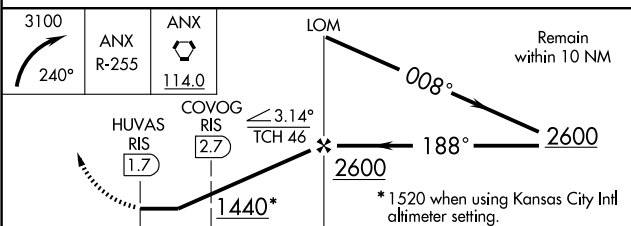
DOWNTOWN TOWER
133.3 257.8

GND CON
121.9

CLNC DEL
121.9

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

KANSAS CITY, MISSOURI
Amdt 17A 09351



CATEGORY	A	B	C	D
S-19	1440/50	683 (700-1)	1440-2 683 (700-2)	1440-2¼ 683 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1440-2 681 (700-2)	1440-2¼ 681 (700-2¼)
DME MINIMUMS				
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
39°07'N-94°36'W NDB RWY 10

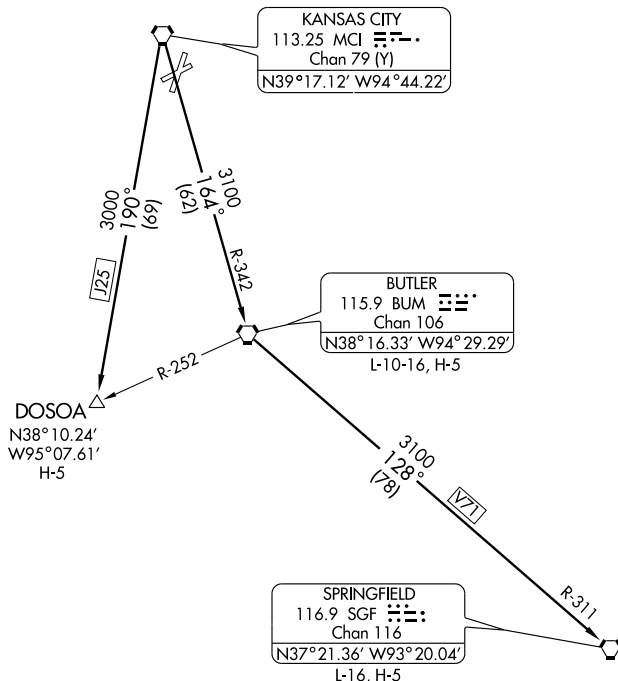
NDB RWY 19

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

RACER THREE DEPARTURE

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOIA TRANSITION (RACER3.DOSOIA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 50112 W03A	APP CRS 033°	Rwy Idg 4550 TDZE 744 Apt Elev 759
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RNAV (GPS) RWY 3

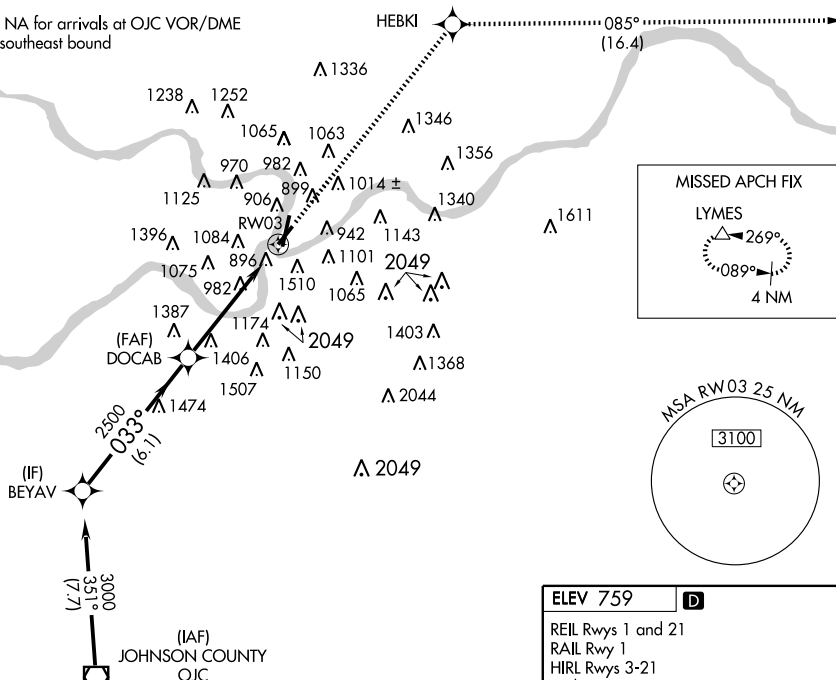
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

- ▼** DME/DME RNP-0.3 NA.
- ▲** Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwy 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl
altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct HEBKI and
via 085° track to LYMES and hold.

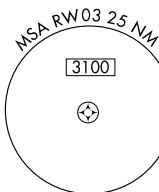
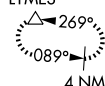
ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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Procedure NA for arrivals at OJC VOR/DME
via V508 southeast bound



MISSED APCH FIX

LYMES

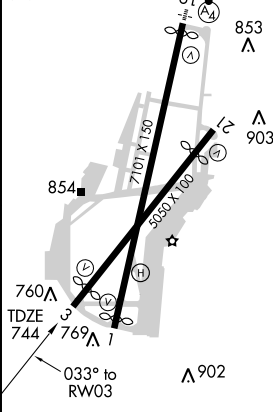


ELEV 759

D

REIL Rwy 1 and 21
RAIL Rwy 1
HIRL Rwy 3-21
and 1-19

Procedure Turn NA	BEYAV	DOCAB	3000	HEBKI	085° track	LYMES
GS 3.00° TCH 50	3000	033°	2500	*2.7 NM to RW03	*LNAV only	
	6.1 NM	2.6 NM	2.7 NM			
CATEGORY	A	B	C	D		
LPV DA	1100/60	356 (400-1¼)		NA		
LNAV/ VNAV DA				NA		
LNAV MDA	1660/60	916 (1000-1¼)		NA		
CIRCLING	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)		



APP CRS 222°	Rwy Idg 4351 TDZE 744 Apt Elev 759
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RNAV (GPS) RWY 21

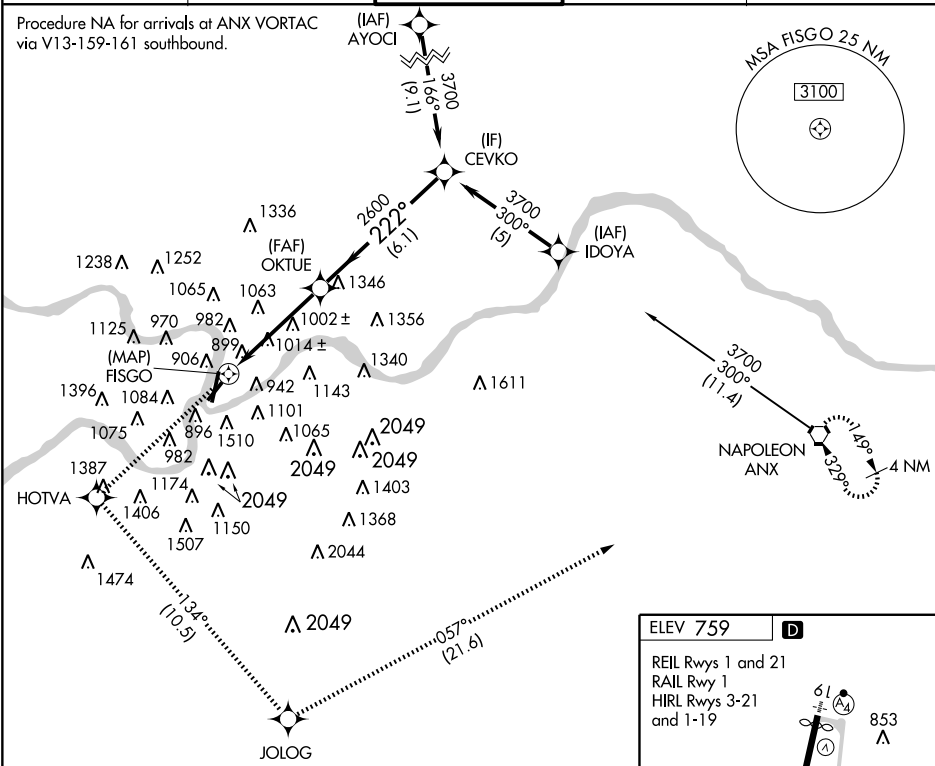
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

- T** DME/DME RNP-0.3 NA.
A Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
When VGSI inoperative, procedure NA at night.
If local altimeter setting not received, use Kansas City Intl
altimeter setting and increase all MDAs 80 feet.

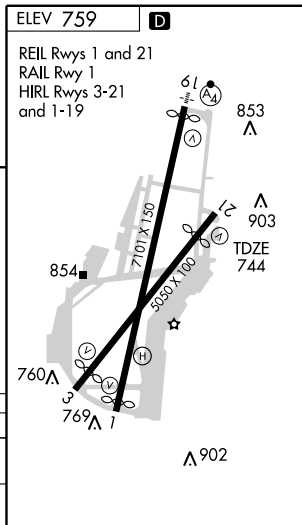
MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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Procedure NA for arrivals at ANX VORTAC
via V13-159-161 southbound.



CATEGORY	A	B	C	D
LNNAV MDA	1620-1 876 (900-1)	1620-1½ 876 (900-1½)	NA	
CIRCLING	1620-1 861 (900-1)	1620-1½ 861 (900-1½)	1620-2½ 861 (900-2½)	1620-2¾ 861 (900-2¾)



KANSAS CITY, MISSOURI

Orig-A 09351

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

39°07'N-94°36'W

RNAV (GPS) RWY 21

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

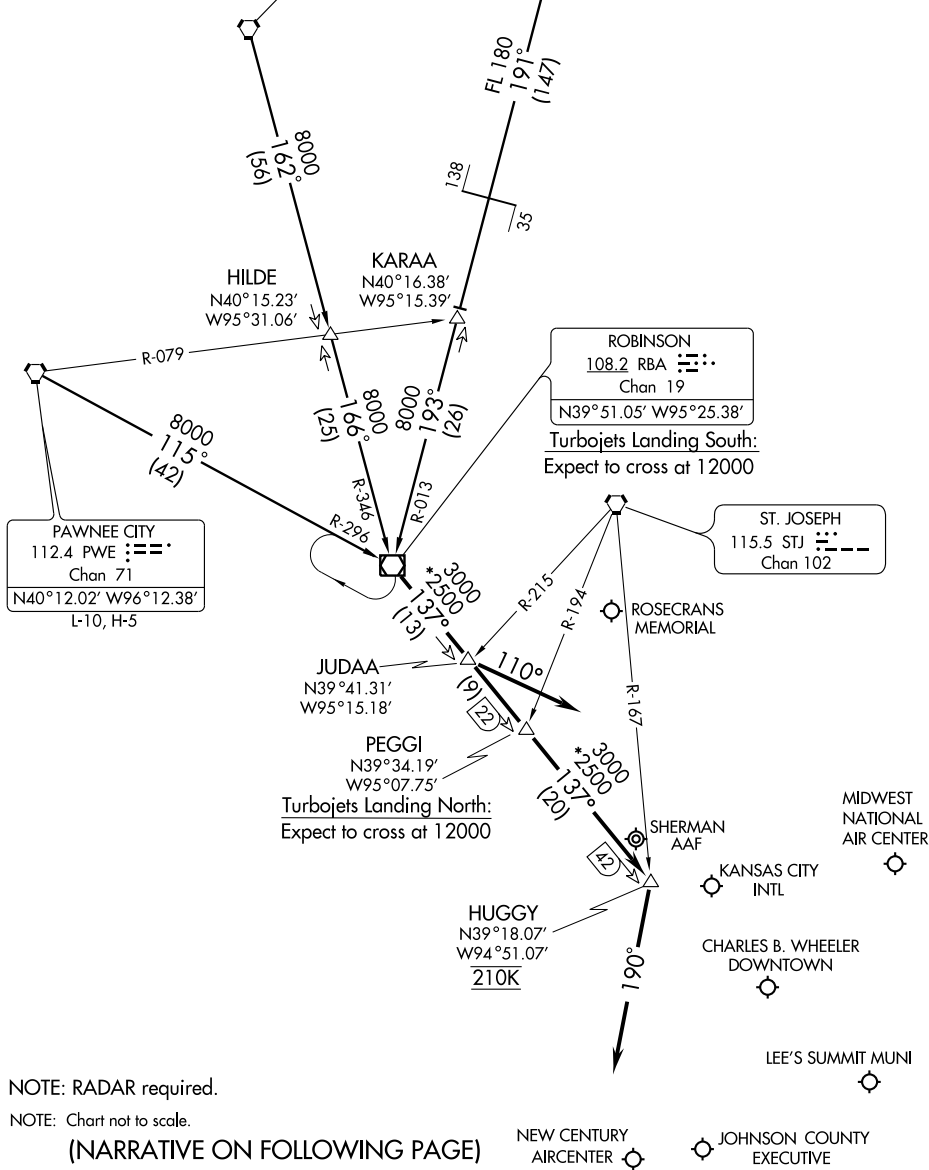
ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1

OMAHA
116.3 OVR
Chan 110
N41°10.04' W95°44.20'
L-10-12, H-5

FORT DODGE
113.5 FOD
Chan 82
N42°36.67' W94°17.69'
L-12, H-5



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

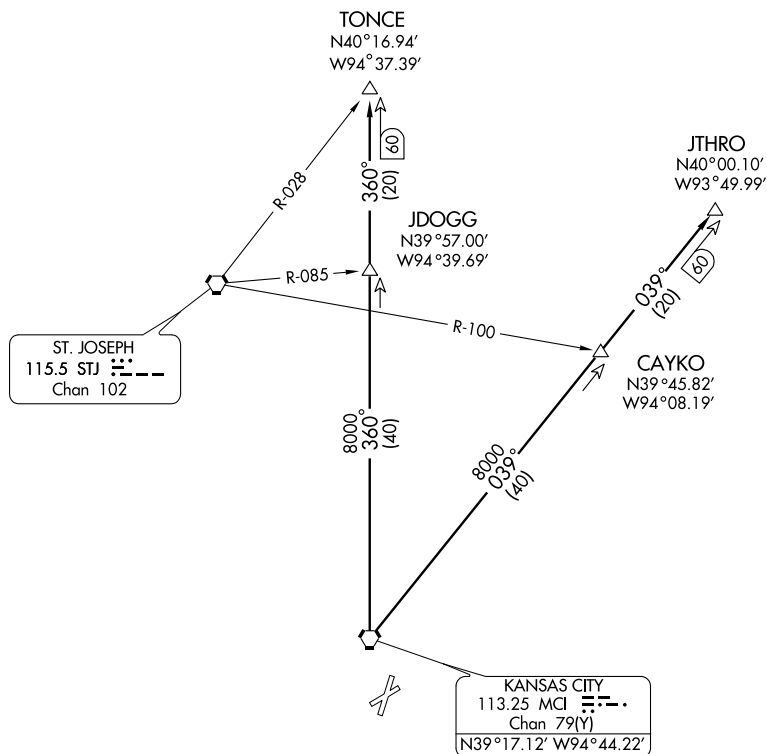
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 120.75
CLNC DEL 121.9



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

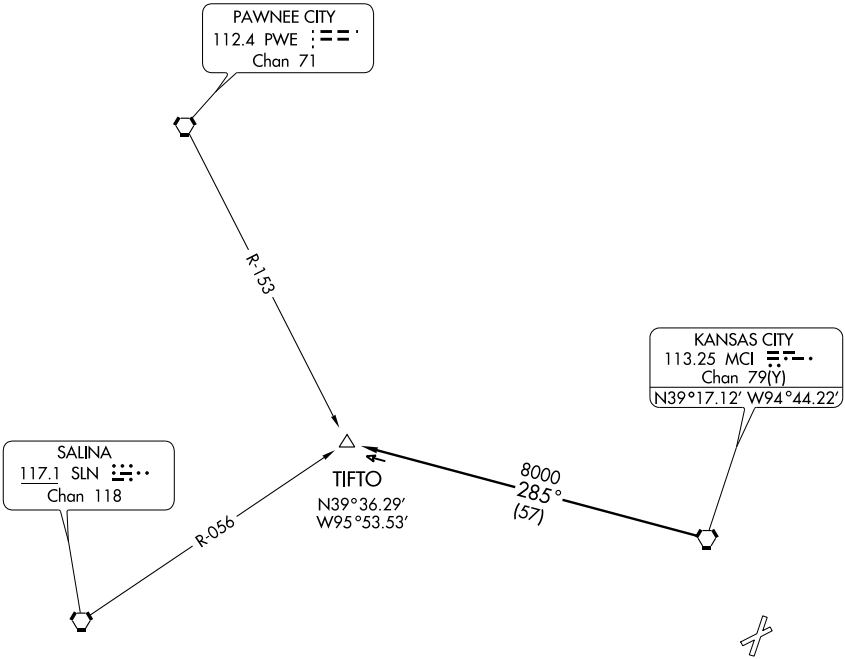
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

(TIFTO2.MCI) 02332
TIFTO TWO DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA) KANSAS CITY, MISSOURI

ATIS 120.75
CLNC DEL 121.9



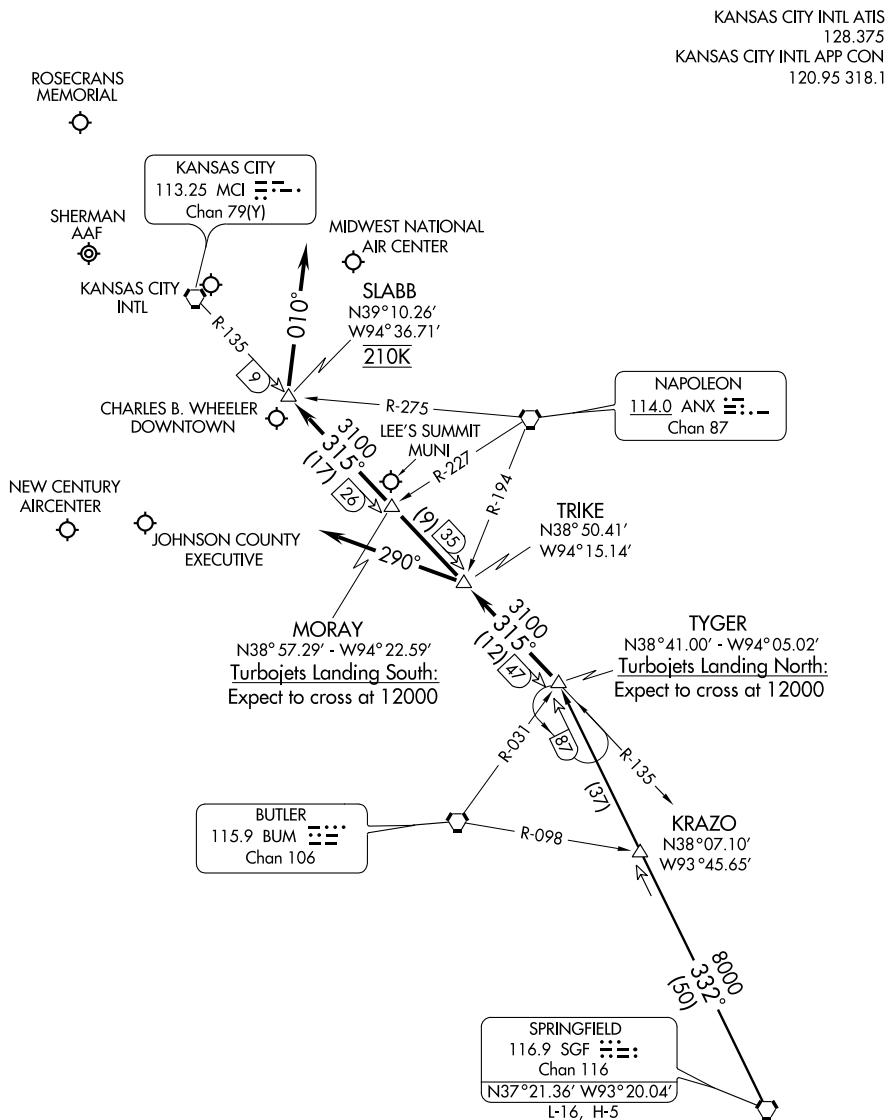
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RIS
111.4
Chan **51**

APP CRS
193°

Rwy Idg
TDZE **757**
Apt Elev **759**

6901
757
759

VOR RWY 19

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

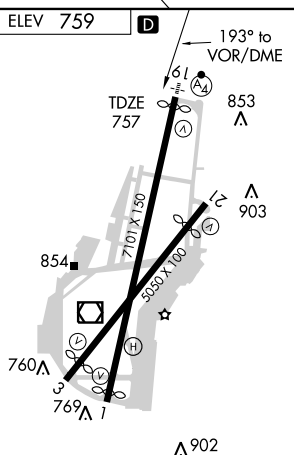
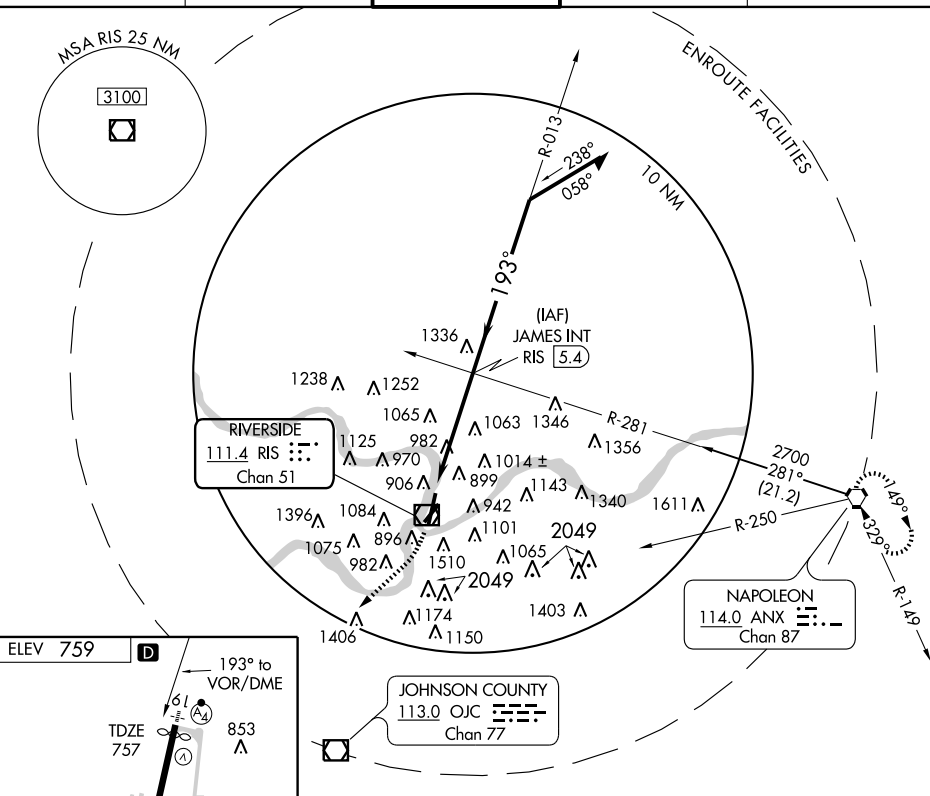
▼ Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
▲ If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

MALSF

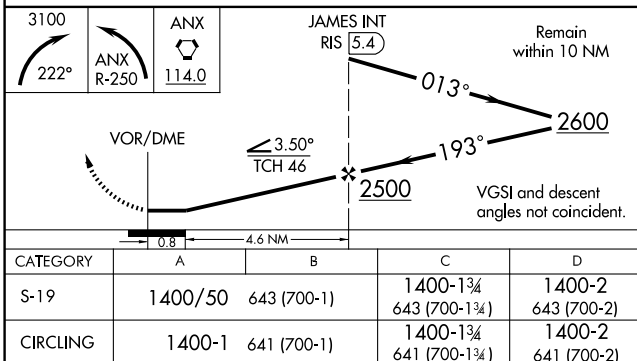


MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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REIL Rws 1 and 21
RAIL Rwy 1
HIRL Rws 3-21 and 1-19



VOR/DME RIS 111.4 Chan 51	APP CRS 218°	Rwy Idg TDZE 744 Apt Elev 759	4351
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VOR RWY 21

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

V Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
A If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

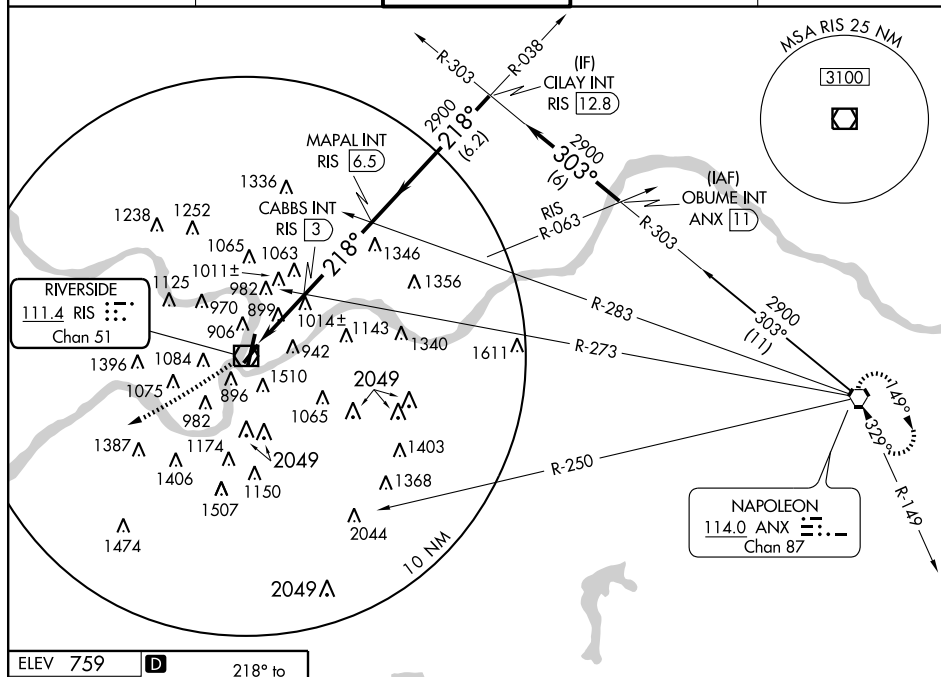
ATIS
120.75

KANSAS CITY APP CON
118.4 294.7

DOWNTOWN TOWER
133.3 257.8

GND CON
121.9

CLNC DEL
121.9

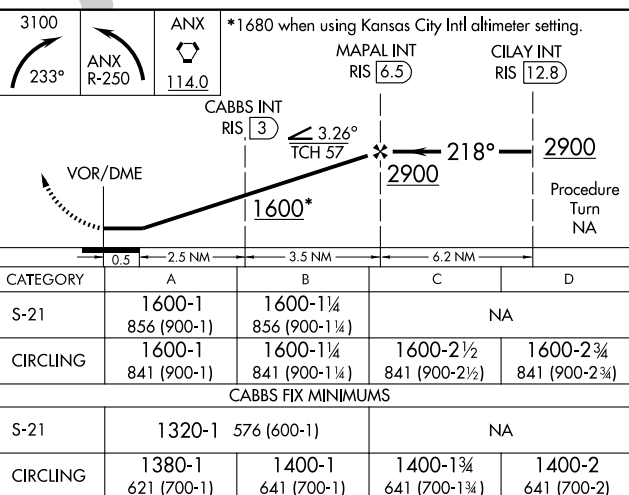


NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 759 **D**

218° to VOR/DME



REIL Rwy 1 and 21
 RAIL Rwy 1
 HIRL Rwy 3-21 and 1-19

KANSAS CITY, MISSOURI
 Amdt 13A 09351

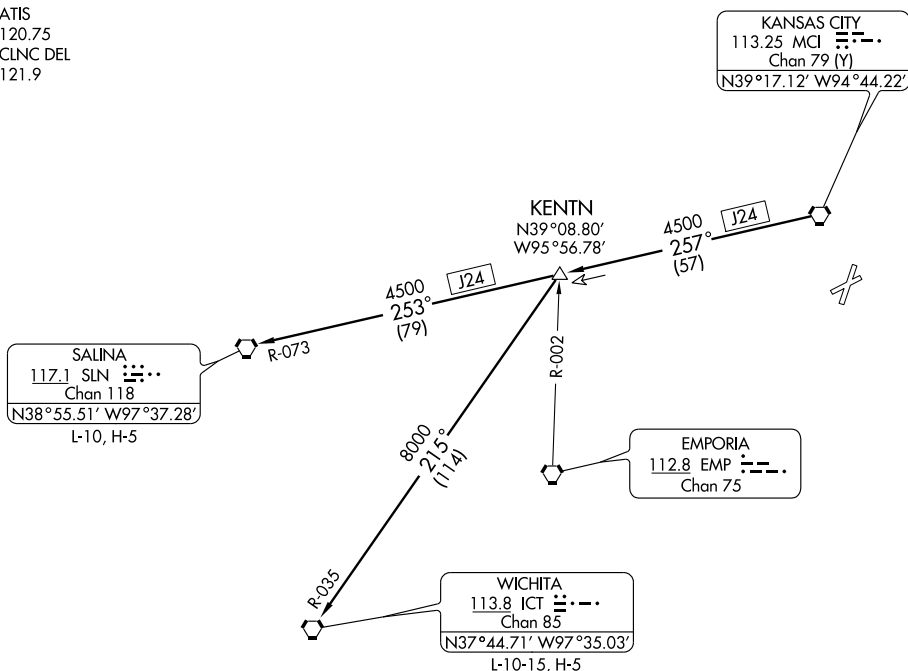
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
 39°07'N-94°36'W

VOR RWY 21

(WLDCT2.MCI) 07298 WILDCAT TWO DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA) KANSAS CITY, MISSOURI

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

KENNETT MEM (TKX) 1 SE UTC-6(-5DT) N36°13.55' W90°02.20'

262 B S4 FUEL 100LL, JET A NOTAM FILE STL

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 18-36: H3012X75 (ASPH) S-10 MIRL (NSTD)

RWY 18: Tree. RWY 36: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±, Sun 1900-2300Z±. Rwy 18-36 NSTD MIRL, incorrect spacing of Rwy 36 thld lghts. NSTD REIL Rwy 36, too close to rwy edge. MIRL Rwy 18-36 OTS indef. MIRL Rwy 18-36 and Rwy 02-20 on low ints dusk-0900Z±, to incr ints and ACTIVATE MIRL Rwy 18-36 and Rwy 02-20 and REIL Rwy 02, Rwy 20 and Rwy 36 from 0500Z±-dawn—CTAF. PAPI Rwy 02 and Rwy 20 on 24 hrs.

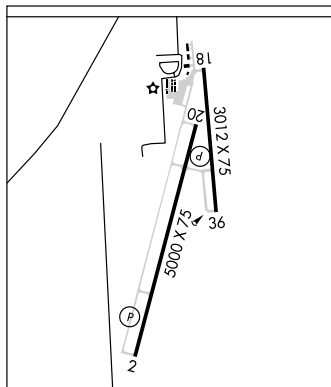
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 120.075

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 194° 20.6 NM to fld. 280/3E.



ST LOUIS

H-J6, L-16H

IAP

KENZY N39°13.25' W94°33.86' NOTAM FILE MKC.

NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown.

KANSAS CITY

A

KIRKSVILLE RGNL (IRK) 6 SE UTC-6(-5DT) N40°05.61' W92°32.70'

966 B S4 FUEL 100LL JET A Class III, ARFF Index A NOTAM FILE IRK

RWY 18-36: H6005X100 (CONC) S-30, D-48, 2D-85 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 33'. Tree.

RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 54'.

RWY 09-27: 1393X100 (TURF)

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended 1130-0200Z±. 24 hr self-serve credit card for fuel (100LL only). Rwy 09-27 marked with yellow cones.

ACTIVATE MIRL Rwy 18-36, VASI Rwy 18 and Rwy 36, REIL Rwy 18, and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 121.125 (660) 665-9153. HIWAS 114.6 IRK.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)

® KANSAS CITY CENTER APP/DEP CON 132.6

AIRSPACE: CLASS E svc 1300-0300Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

(H) VORTAC 114.6 IRK Chan 93 N40°08.10' W92°35.50'

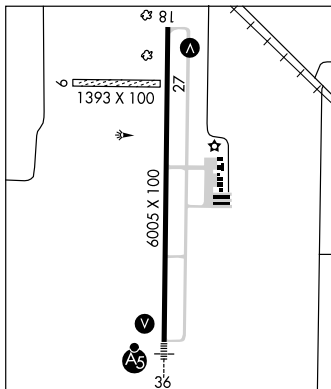
133° 3.3 NM to fld. 985/6E. HIWAS.

ILS/DME 111.5 I-IRK Chan 52 Rwy 36. Class IE.

CHICAGO

H-5D, L-27A

IAP, AD



APP CRS	Rwy Idg	5000
029°	TDZE	262
	Apt Elev	262

RNAV (GPS) RWY 2

KENNETT MEMORIAL (TKX)

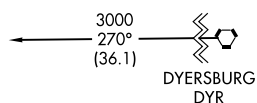
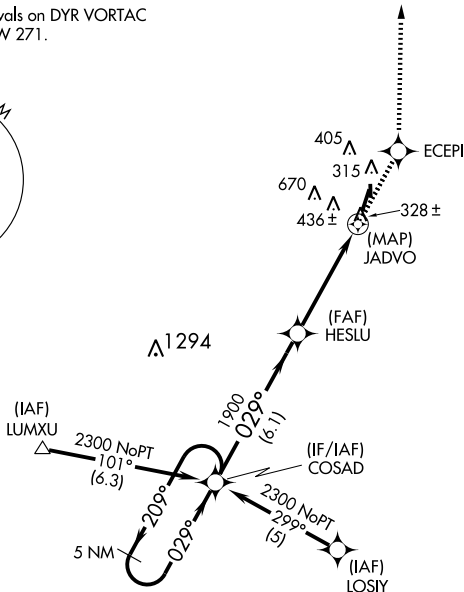
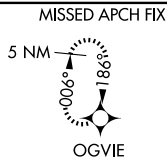
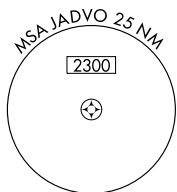
NA DME/DME RNP-0.3 NA.
 Circling NA west of Rwy 2 and 18. Circling NA to Rwy 36 at night.
 Obtain local altimeter setting on CTAF; when not received, use
 Blytheville Muni altimeter setting.
 VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct
 ECEPI and via 001° track to OGVIE and hold.

MEMPHIS CENTER
120.075 289.4

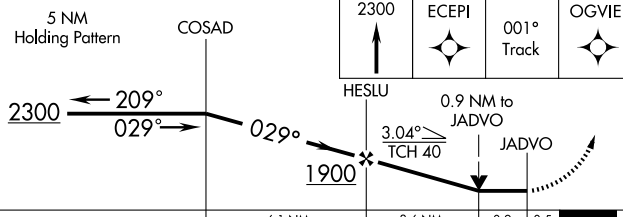
UNICOM
122.8 (CTAF)

Procedure NA for arrivals on DYR VORTAC
 airway radials 232 CW 271.

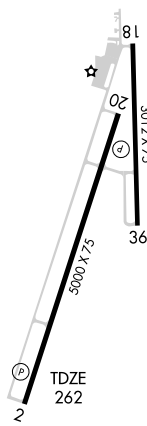


ELEV **262**

5 NM
 Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
CIRCLING	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA
CIRCLING	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA





REIL Rwy 2, 20 and 36
 MRL Rwy 2-20 and 18-36

APP CRS	Rwy Idg	5000
186°	TDZE	262
	Apt Elev	262

RNAV (GPS) RWY 20

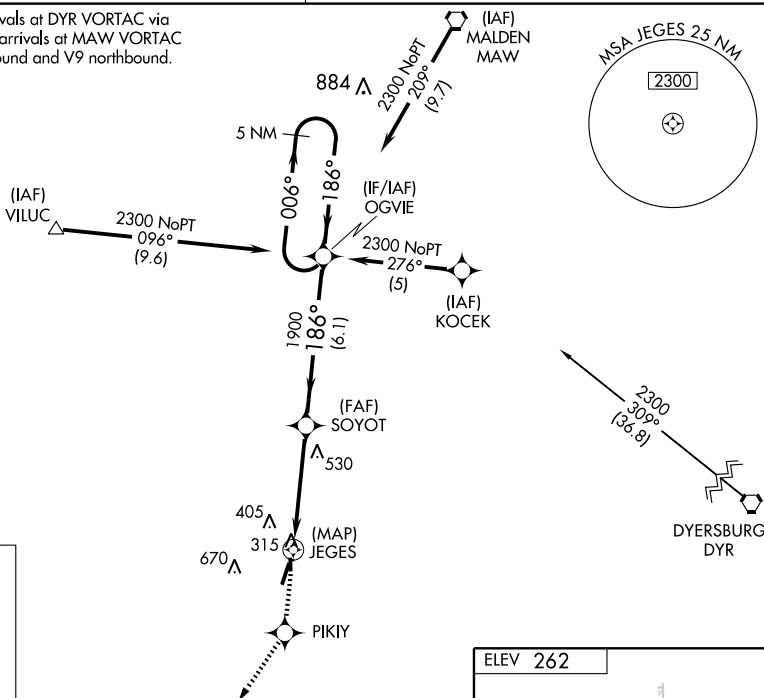
KENNETT MEMORIAL (TKX)

 	<p>DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night.</p> <p>Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwy 2 and 18. VDP NA when using Blytheville Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2300 direct PIKY and via 214° track to COSAD and hold.</p>
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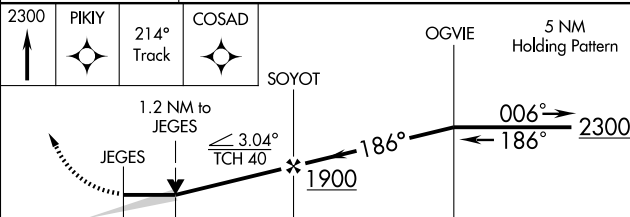
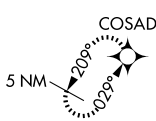
MEMPHIS CENTER
120,075 289.4

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.

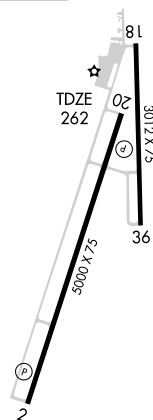


MISSED APCH FIX



	0.5	1.2 NM	3.3 NM	6.1 NM	
CATEGORY	A		B	C	D
RNAV MDA	840-1 578 (600-1)		840-1½ 578 (600-1½)		NA
CIRCLING	840-1 578 (600-1)		840-1½ 578 (600-1½)		NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS					
RNAV MDA	880-1 618 (700-1)		880-1¾ 618 (700-1¾)		NA
CIRCLING	880-1 618 (700-1)		880-1¾ 618 (700-1¾)		NA

ELEV 262



REIL Rwys 2, 20 and 36 **L**
MIRL Rwys 2-20 and 18-36 **L**

KENNETT, MISSOURI
Orig 06103

36°14'N - 90°02'W

KENNETT MEMORIAL (TKX)
RNAV (GPS) RWY 20

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAW	APP CRS	Rwy Idg	5000
111.2	194°	TDZE	262
Chan 49		Apt Elev	262

VOR/DME RWY 20

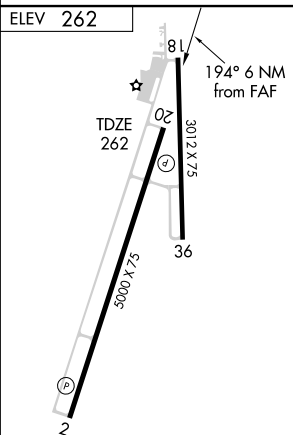
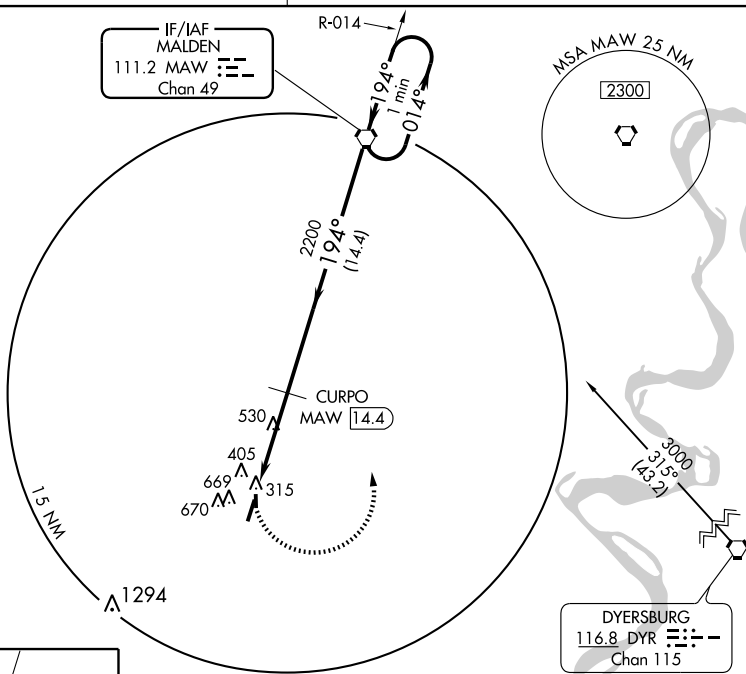
KENNETT MEMORIAL (TKX)

NA Circling NA west of Rwy 2 and 18.
 Circling NA to Rwy 36 at night.
 Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

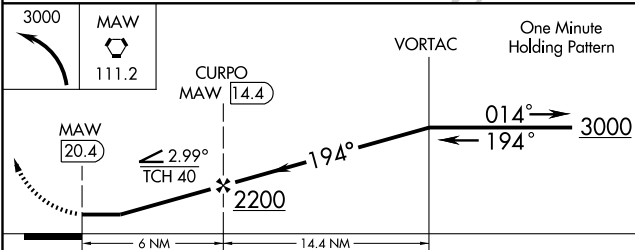
MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) 1



REIL Rwy 2, 20 and 36
 MRL Rwy 2-20 and 18-36



CATEGORY	A	B	C	D
S-20	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
CIRCLING	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA
CIRCLING	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA

AIRPORT DIAGRAM

AL-217 (FAA)

KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURI

ASOS
121.125
CTAF/UNICOM
122.8

FIELD
ELEV
966

1040 ±

40° 06'N

ELEV 959 1393 X 100 ELEV 964
089.9° ← 269.9°

HS 1

RWY 18-36
S-30, D-48, 2D-85

VAR 0.8° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

001 X 5009

☆
HANGAR
TERMINAL
FIRE STATION
HANGARS

ELEV 964

359.7°

36

40° 05'N

92° 33.0'W

92° 32.5'W

AIRPORT DIAGRAM

KIRKSVILLE, MISSOURI
KIRKSVILLE RGNL (IRK)

KENNETT MEM (TKX) 1 SE UTC-6(-5DT) N36°13.55' W90°02.20'

262 B S4 FUEL 100LL, JET A NOTAM FILE STL

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 18-36: H3012X75 (ASPH) S-10 MIRL (NSTD)

RWY 18: Tree. RWY 36: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±, Sun 1900-2300Z±. Rwy 18-36 NSTD MIRL, incorrect spacing of Rwy 36 thld lghts. NSTD REIL Rwy 36, too close to rwy edge. MIRL Rwy 18-36 OTS indef. MIRL Rwy 18-36 and Rwy 02-20 on low ints dusk-0900Z±, to incr ints and ACTIVATE MIRL Rwy 18-36 and Rwy 02-20 and REIL Rwy 02, Rwy 20 and Rwy 36 from 0500Z±-dawn—CTAF. PAPI Rwy 02 and Rwy 20 on 24 hrs.

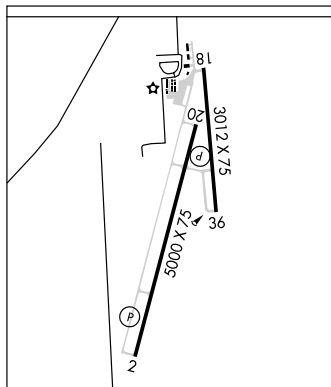
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 120.075

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 194° 20.6 NM to fld. 280/3E.



ST LOUIS

H-J6, L-16H

IAP

KENZY N39°13.25' W94°33.86' NOTAM FILE MKC.

NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown.

KANSAS CITY

A

KIRKSVILLE RGNL (IRK) 6 SE UTC-6(-5DT) N40°05.61' W92°32.70'

966 B S4 FUEL 100LL JET A Class III, ARFF Index A NOTAM FILE IRK

RWY 18-36: H6005X100 (CONC) S-30, D-48, 2D-85 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 33'. Tree.

RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 54'.

RWY 09-27: 1393X100 (TURF)

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended 1130-0200Z±. 24 hr self-serve credit card for fuel (100LL only). Rwy 09-27 marked with yellow cones.

ACTIVATE MIRL Rwy 18-36, VASI Rwy 18 and Rwy 36, REIL Rwy 18, and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 121.125 (660) 665-9153. HIWAS 114.6 IRK.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)

® KANSAS CITY CENTER APP/DEP CON 132.6

AIRSPACE: CLASS E svc 1300-0300Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

(H) VORTAC 114.6 IRK Chan 93 N40°08.10' W92°35.50'

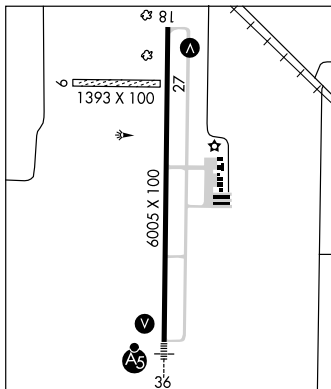
133° 3.3 NM to fld. 985/6E. HIWAS.

ILS/DME 111.5 I-IRK Chan 52 Rwy 36. Class IE.

CHICAGO

H-5D, L-27A

IAP, AD



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME F-RK <u>111.5</u> Chn 52	APP CRS 357°	Rwy Idg 6005 TDZE 965 Apt Elev 966
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ILS or LOC/DME RWY 36

KIRKSVILLE RGNL (IRK)

▼ When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility $\frac{1}{2}$ mile. VDP NA when using Ottumwa Industrial altimeter setting. For Inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility $\frac{1}{2}$ mile, and S-LOC 36 Cat D visibility to $\frac{1}{2}$. DME Required. For Inoperative MALSR, increase S-LOC 36 Cat D visibility $\frac{1}{2}$ mile.

MALS R



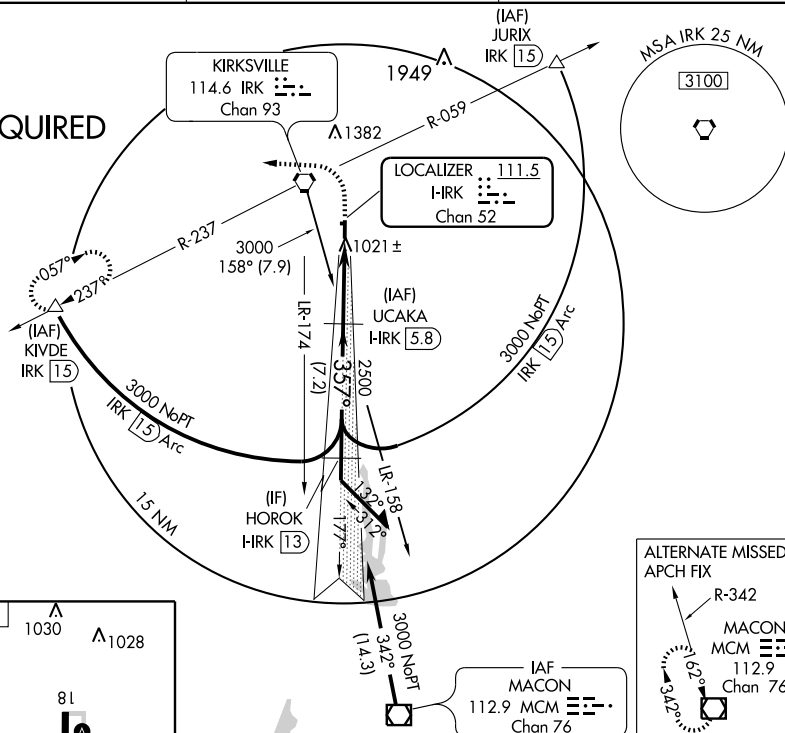
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

ASOS
121.125

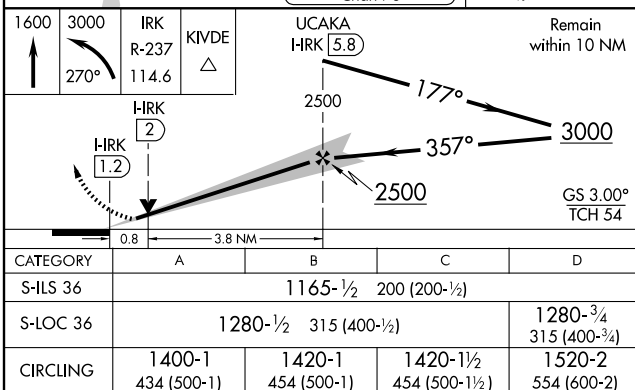
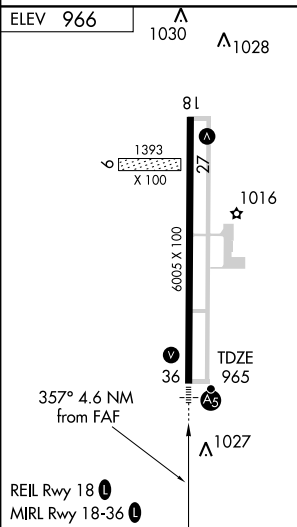
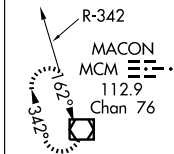
KANSAS CITY CENTER
132.6 370.9

UNICOM
122.8 (CTAF) **L**

DME REQUIRED



ALTERNATE MISSED
APCH FIX



KIRKSVILLE, MISSOURI

Amdt 1 09183

40°06'N-92°33'W

KIRKSVILLE RGNL (IRK)

ILS or LOC/DME RWY 36

APP CRS 177°	Rwy Idg 6005
	TDZE 966
	Apt Elev 966

RNAV (GPS) RWY 18

KIRKSVILLE RGNL (IRK)

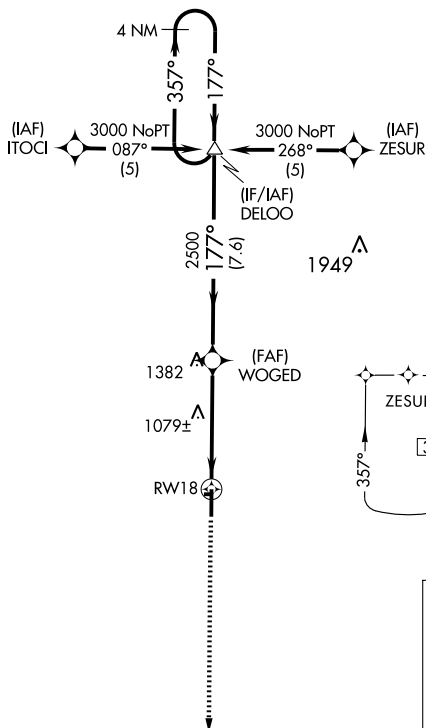
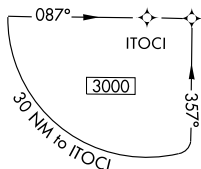
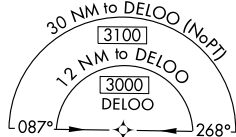
- ▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ VDP NA when using Ottumwa Industrial altimeter setting.
 When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

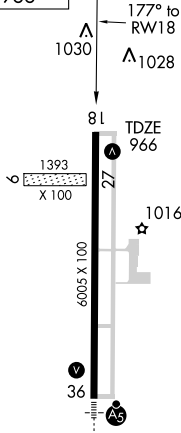
ASOS
121.125

KANSAS CITY CENTER
132.6 370.9

UNICOM
122.8 (CTAF) 0



ELEV 966



REIL Rwy 18
MRL Rwy 18-36

MISSED APCH FIX



CATEGORY	A			
	1340-1 374 (400-1)			
LNAV MDA	1340-1 374 (400-1 ¼)			
	374 (400-1 ¼)			
CIRCLING	1400-1	1420-1	1420-1 ½	1520-2
	434 (500-1)	454 (500-1)	454 (500-1 ½)	554 (600-2)

WAAS CH 70513 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	6005 965 966
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RNAV (GPS) RWY 36

KIRKSVILLE RGNL (IRK)

▼ Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
 VDP NA when using Ottumwa Industrial altimeter setting.
 For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¾.

MALSR



MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS
121.125

KANSAS CITY CENTER
132.6 370.9

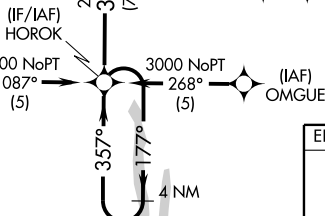
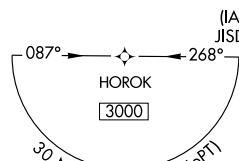
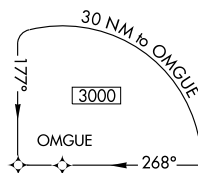
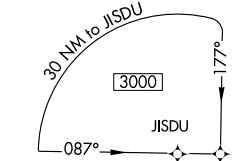
UNICOM
122.8 (CTAF) 0

▲ 1298±

MISSED APCH FIX



RW36
1079±



ELEV 966

1030
▲ 1028

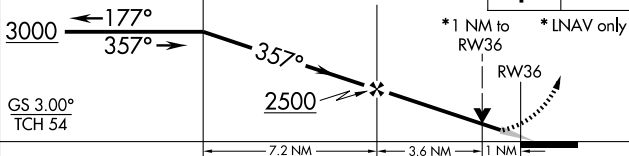
4 NM
Holding Pattern

HOROK

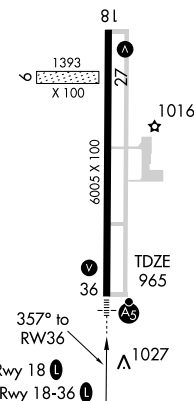
UCAKA

3000

DELOO



CATEGORY	A	B	C	D
LPV DA		1165-1/2	200 (200-1/2)	
LNAV/VNAV DA		1349-3/4	384 (400-3/4)	
LNAV MDA		1340-1/2	375 (400-1/2)	1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1 1/2 454 (500-1 1/2)	1520-2 554 (600-2)



REIL Rwy 18
MIRL Rwy 18-36

VORTAC IRK 114.6 Chan 93	APP CRS 314°	Rwy Idg TDZE Apt Elev	N/A N/A 966
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VOR/DME-B
KIRKSVILLE RGNL (IRK)

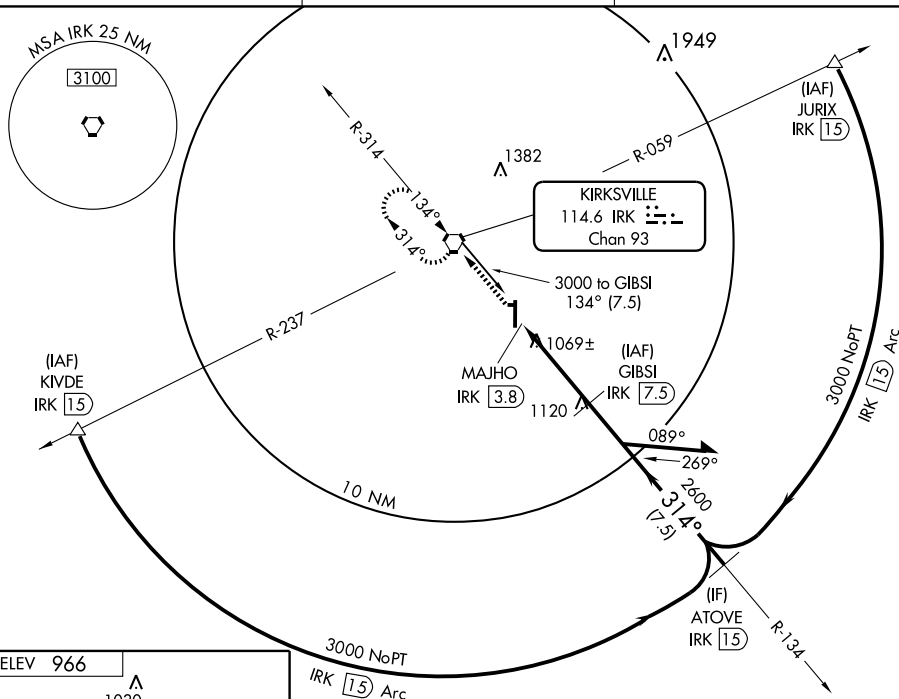
T When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, and increase Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

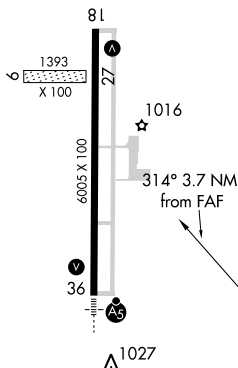
ASOS
121.125

KANSAS CITY CENTER
132.6 370.9

UNICOM
122.8 (CTAF) **L**



ELEV 966
1030 Δ Δ_{1028}



REIL Rwy 18 **L**
MIRL Rwy 18-36 **L**

KIRKSVILLE, MISSOURI
Amdt 7 09183

3000	IRK
	
	114.6

GIBSI
IRK 7.5

Remain
within 10 NM

MAJHO
IRK 3.8

1

3000

2600

CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

40°06'N-92°33'W

KIRKSVILLE RGNL (IRK)
VOR/DME-B

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-496 [USAF]

WHITEMAN AFB (KSZL)

KNOB NOSTER, MISSOURI

ATIS ★

118.725 239.025

WHITEMAN TOWER

132.4 255.6

GND CON

128.275 275.8

CLNC DEL

121.75 335.8

SEPTEMBER 2008

ANNUAL RATE OF CHANGE

0.1° W

VAR 1.0° E

38°45'N

600
x 200

61

1000
x 200FIELD
ELEV
870

189.0°

ELEV 870

★ 1030

FIRE
DEPTBASE OPS
CONTROL
TOWER
984TAXIWAY F
ELEV
835

TAXIWAY E

ANG
HANGAR

38°44'N

12,400 x 200

COMPASS
ROSEHOT CARGO
PAD

38°43'N

ELEV
838Rwy 1-19
PCN 72 R/B/W/T600
x 2001000
x 200

009.0°

93°33'W

93°34'W

93°32'W

AIRPORT DIAGRAM

KNOB NOSTER, MISSOURI

WHITEMAN AFB (KSZL)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WHITEMAN AFB (SZL)(KSZL) AF (ARNG AFRC) 2 S UTC-6(-5DT)

N38°43.82' W93°32.87'

870 B TPA—See Remarks NOTAM FILE COU Not insp.

RWY 01-19: H12400X200 (CONC) S-150, D-220, 2S-175, 2T-585, 2D-426, 2D/2D2-840

PCN 72 R/B/W/T HIRL

RWY 01: ALSF1. PAPI.

RWY 19: ALSF1. PAPI.

MILITARY SERVICE: LGT PAPI restricted to 5° left or right of Rwy 01-19 centerline. Rwy 19 PAPI glide slope and ILS glide slope not coincidental. **JASU** 2(A/M32A-86D) 1(AM32-95) **FUEL** J8. **FLUID** LPOX **OIL** SOAP

TRAN ALERT Opr Mon-Thu 1400-0400Z†, Fri 1400-0300Z†, weekends 1400-2200Z†, clsd holidays. Limited de-icing of tran acft avbl. Fleet svc not avbl. Transient svc avbl for F16 acft, except the sensor chip inspection unavbl.

MILITARY REMARKS: Opr 24 hrs, from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays. See FLIP AP/1 Supplementary Arpt information. **RSTD** 24-48 hr PPR, DSN 975-1861, issued PPR valid for 1 hr prior/after ETA. Early/late arr/dep must re-coordinate. B52 opr only on rwy, other airfield areas rqr OG/CC approval. No over flight weapons storage area located ESE of rwy and city of Knob Noster located 1.5 NM NNW of fld. Acft with VIP ctc Base OPS 30 min prior to ldg. Ctc twr 10 min prior to ldg. **CAUTION** 112' AGL twr 4000' directly West/abeam Rwy 01 thld. Possible illusion of being high on final during night VFR apch to Rwy 01. Local acft fly 300 Kt in overhead pattern. West end of Twy B not visible from twr. Ctc ATIS, Twr or PTD for info. Bird haz. **TFC PAT** TPA-Helicopter 1400(530), rectangular 1900(1030), overhead 2400(1530). **MISC** Base OPS DSN 975-3101, C660-687-3101. During NOTAM snow removal operations or forecasted wx events ctc AMOPs at DSN 975-3101 or COMM 660-687-3101 for most current afld status. Wx Observations Visibility restrictions: Direct view of the runway is blocked by the B-2 maintenance docks. Visibility is further restricted by S-35 and buildings southward on the west side of the flight line and from by building 33 and buildings on the west side of the flight line. 20' pole 185' south of Twy C east. Class D Airspace effective Mon 1200-0400Z†, Fri 1300-2200Z†, Sat-Sun, Clsd hol other times CLASS E. Drag chutes and repack capabilities not avbl. No COMSEC avbl. ACC acft expect std reduced rwy separation (RRS). Tran ACC acft must notify twr on initial ctc if RRS is not desired. Wx opr 24 hrs, from Mon 0600Z† thru Fri 0500Z†, Sat-Sun 1300-2300Z†, clsd holidays. Wx DSN 975-3062, C660-687-3062. Wx ops aircrews can receive wx briefing from 26 OWS at DSN 331-2651, C318-529-2651, Afld Wx is monitored by AN/FMQ-19 ASOS and augmented by human observer only during indicated hrs of operations. **ARNG** Opr Mon-Fri 1400-2230Z†, DSN 975-5771.

COMMUNICATIONS: ATIS 118.725 239.025 (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2200Z†, clsd holidays) **PTD** 372.2

Ⓡ **APP CON** 127.45 284.0 (Opr 24 hr from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays) other times ctc

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575

TOWER 132.4 255.6 (Opr 24 hr from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays.)

GND CON 128.275 275.8 **CLNC DEL** 121.75 335.8

Ⓡ **DEP CON** 125.925 343.65 (Opr 24 hr Sat 0500Z† thru Mon 1300Z†, Sat-Sun 2300-1400Z†, holidays) other times ctc

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575

COMD POST 311.0 321.0 **PMSV METRO** 344.6 **303 TFS OPS** (GROUND HOG) 227.8 **HAWK OPS** 139.0 242.4 49.65

AIRSPACE: CLASS D svc Opr (24 hrs Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holidays), other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(L) **TACAN** Chan 35 SZL (109.8) N38°44.15' W93°33.03' at fld. 850/4E. No NOTAM MP Mon 0700-1300Z†.

ILS 110.3 I-SZL Rwy 01. No NOTAM MP Tue, Thu 0700-1300Z†.

ILS 108.5 I-MXJ Rwy 19. No NOTAM MP Wed-Thu 1200-1500Z†.

ASR (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2200Z†, clsd holidays)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

KANSAS CITY

H-5C, L-27A

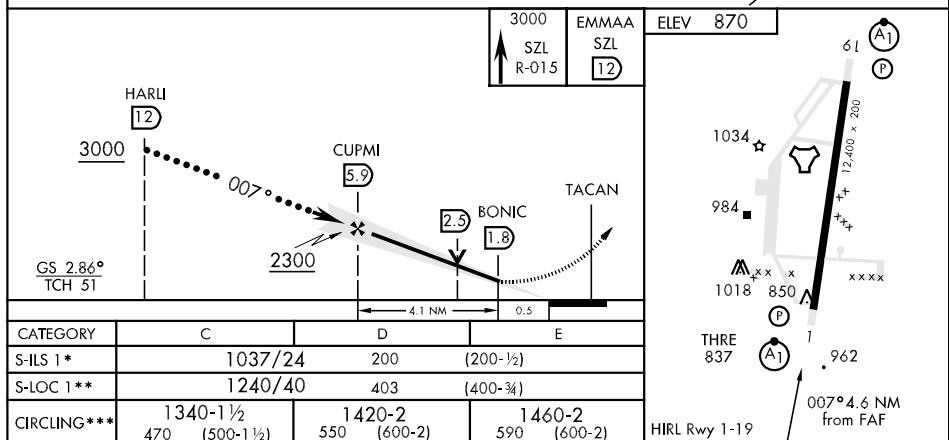
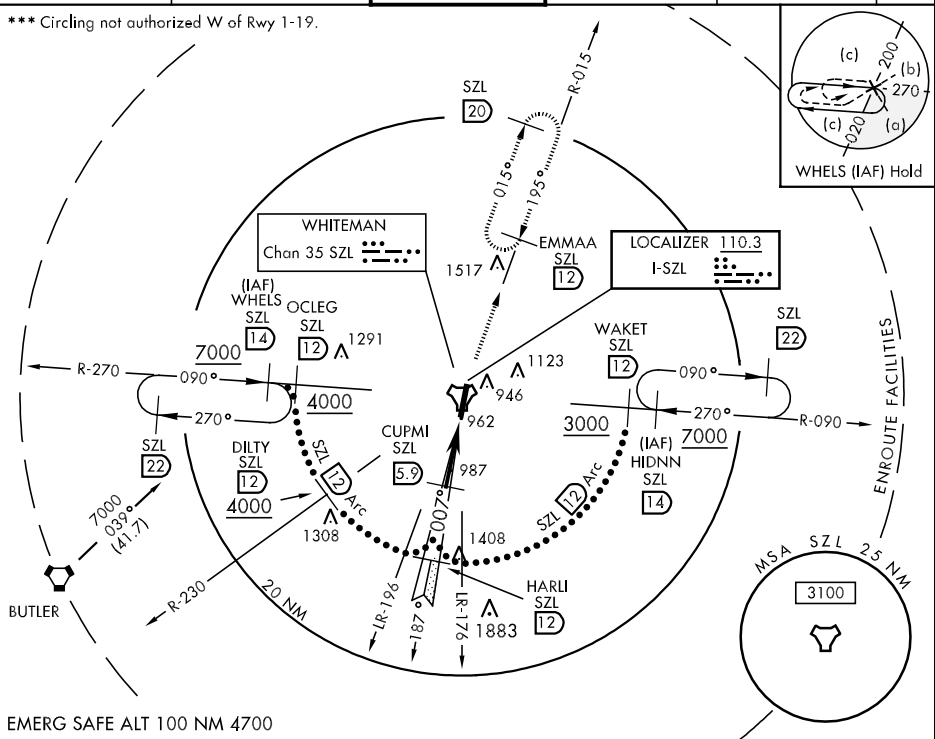
DIAP, AD

LOC I-SZL 110.3	APCH CRS 007°	Rwy Idg 12,400 THRE 837 Arpt Elev 870	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
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<p>▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to $\frac{3}{4}$ mile.</p> <p>** When ALS inop, increase CAT CDE RVR to 60 and vis to 1$\frac{1}{2}$ miles.</p>	<p>ALSF-1 (A1)</p>	<p>MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.</p>
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<p>ATIS ★ 118.725 239.025</p>	<p>WHITEMAN APP CON 127.45 284.0</p>	<p>WHITEMAN TOWER 132.4 255.6</p>	<p>GND CON 128.275 275.8</p>	<p>CLNC DEL 121.75 335.8</p>	<p>ASR</p>
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*** Circling not authorized W of Rwy 1-19.



LOC I-MXJ 108.5	APCH CRS 187°	Rwy ldg 12,400 THRE 870 Arpt Elev 870
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JAL-496 [USAF]

WHITEMAN AFB (KSZL)

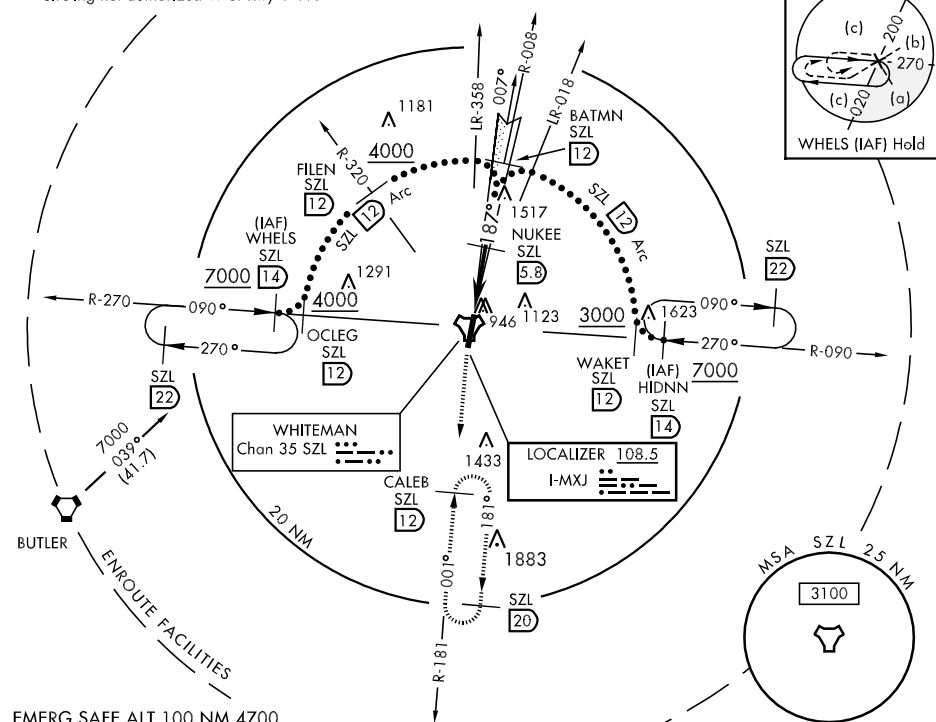
▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 55 and vis to 1 mile.



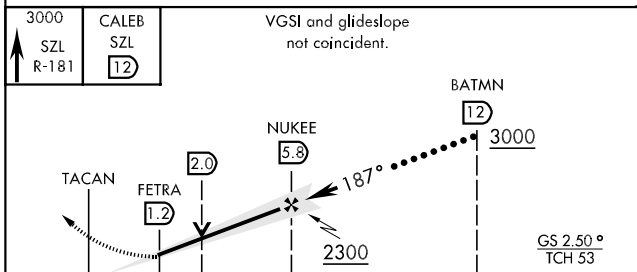
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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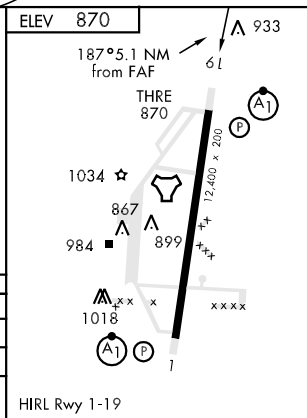
*** Circling not authorized W of Rwy 1-19.



EMERG SAFE ALT 100 NM 4700



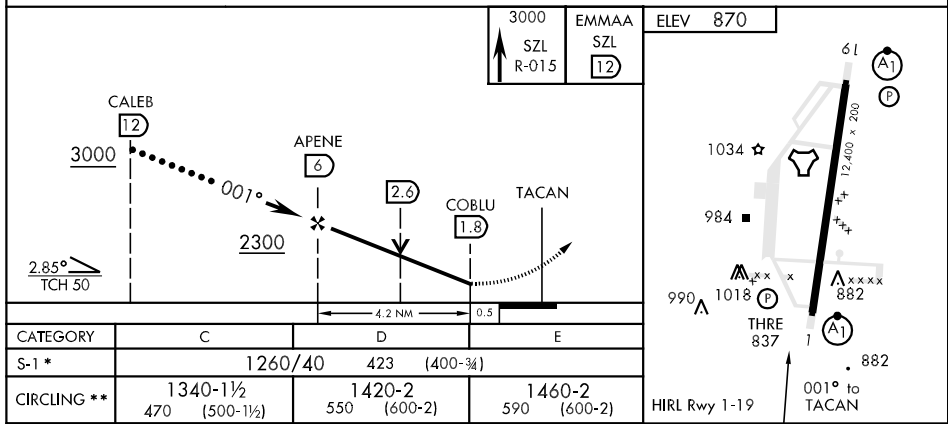
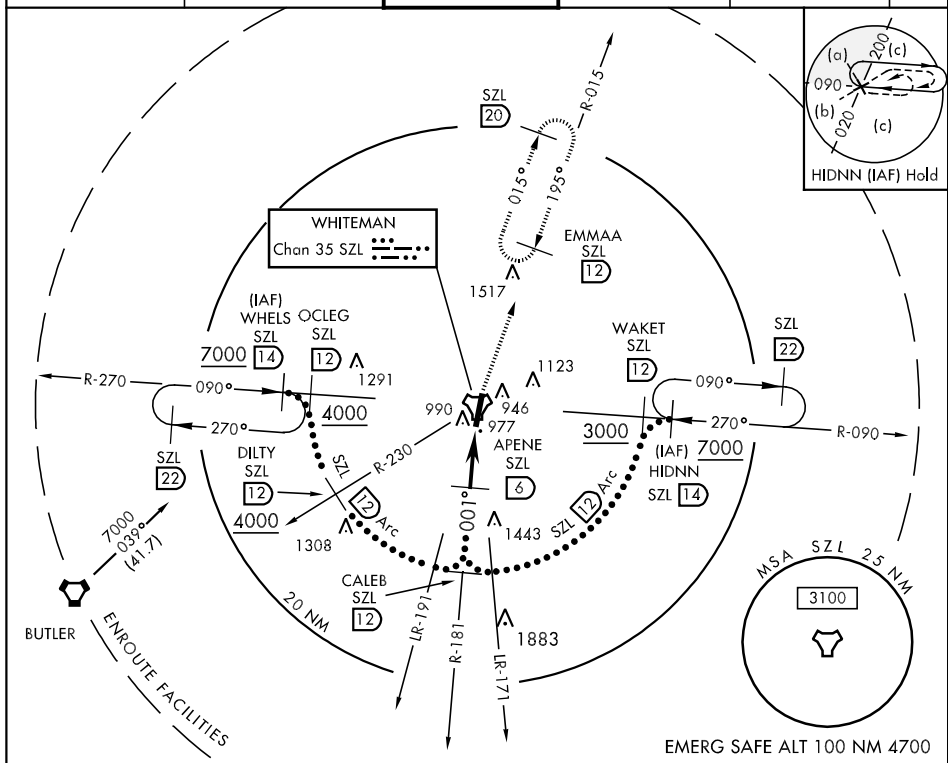
CATEGORY	C	D	E
S-ILS 19*	1070/24	200	(200-½)
S-LOC 19**	1240/35	370	(400-¾)
CIRCLING***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)



TACAN SZL Chan 35	APCH CRS 001°	Rwy Idg 12,400 THRE 837 Arpt Elev 870	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
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<p>V * When ALS inop, increase CAT CDE vis to 1½ miles. ** Circling not authorized W of Rwy 1-19.</p>	<p>ALSF-1 (A1)</p>	<p>MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.</p>
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<p>ATIS ★ 118.725 239.025</p>	<p>WHITEMAN APP CON 127.45 284.0</p>	<p>WHITEMAN TOWER 132.4 255.6</p>	<p>GND CON 128.275 275.8</p>	<p>CLNC DEL 121.75 335.8</p>	<p>ASR</p>
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TACAN SZL	APCH CRS	Rwy Idg	12,400
Chan 35	195°	THRE	870
		Arpt Elev	870

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

T * When ALS inop, increase CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1



MISSED APPROACH: Climb to 3000 via
SZL TACAN R-181 to CALEB and hold.

ATIS ★
118.725 239.025

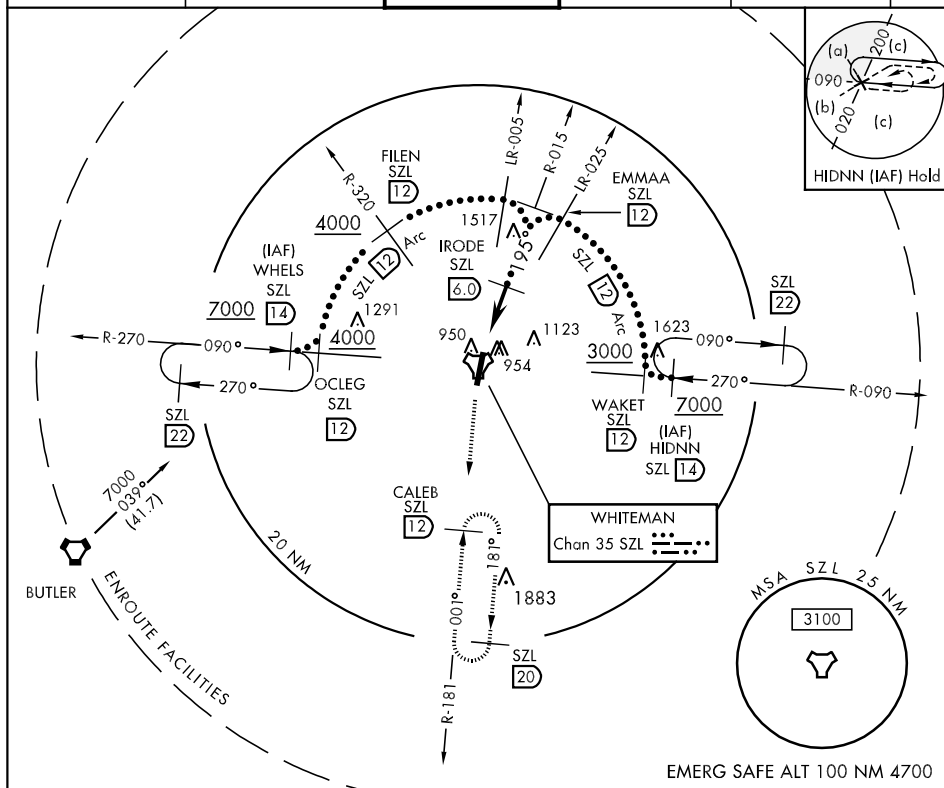
WHITEMAN APP CON
127.45 284.0

WHITEMAN TOWER
132.4 255.6

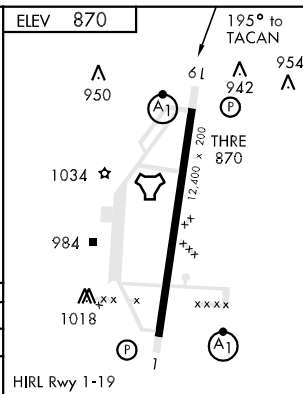
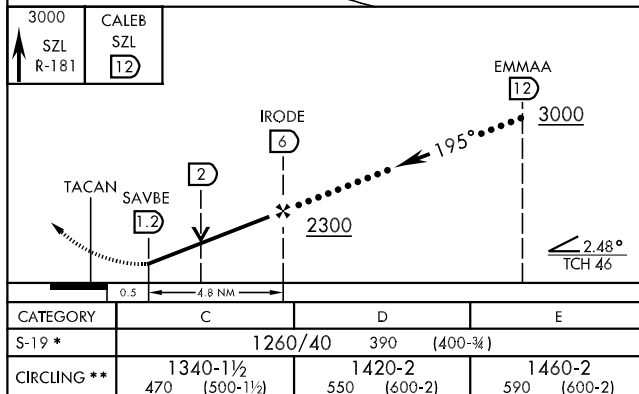
GND CON
128.275 275.8

CLNC DEL
121.75 335.8

ASR



EMERG SAFE ALT 100 NM 4700



KNOB NOSTER, MISSOURI

38°43'N-93°33'W

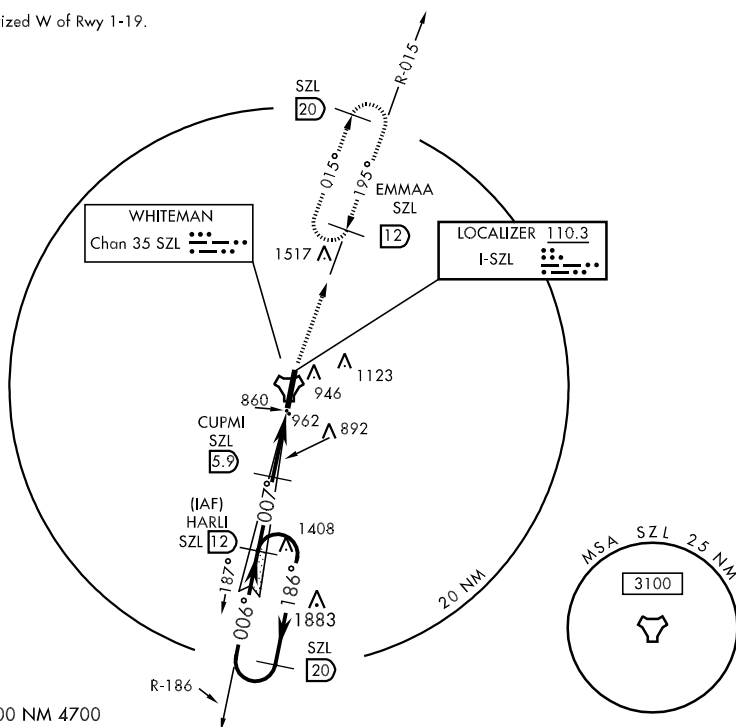
WHITEMAN AFB (KSZL)

Amdt 1 10238

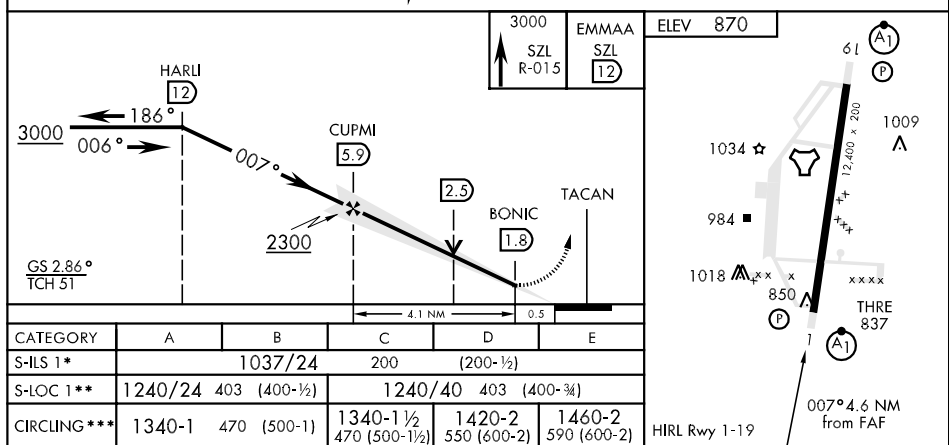
HI-TACAN RWY 19


LOC I-SZL 110.3		APCH CRS 007°		Rwy Idg 12,400 THRE 837 Arpt Elev 870		AL-496 [USAF]		WHITEMAN AFB (KSZL)			
<div><div>▼</div><div><div>* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 ½ miles.</div></div></div>						<div><div>ALSF-1</div><div><div>A1</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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*** Circling not authorized W of Rwy 1-19.

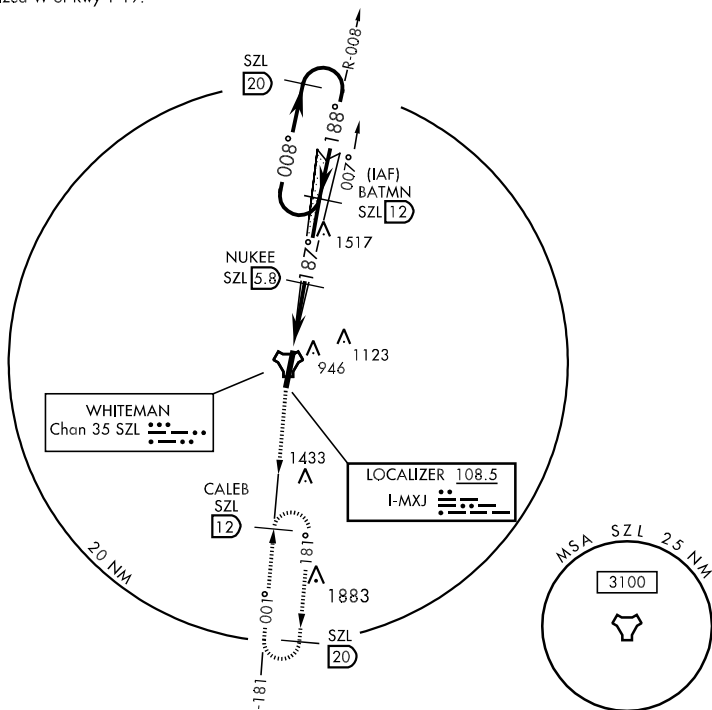


EMERG SAFE ALT 100 NM 4700

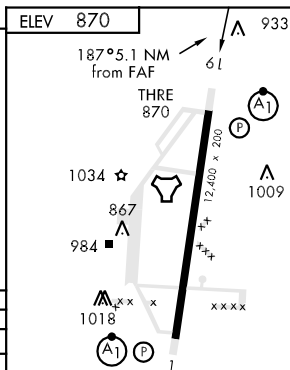
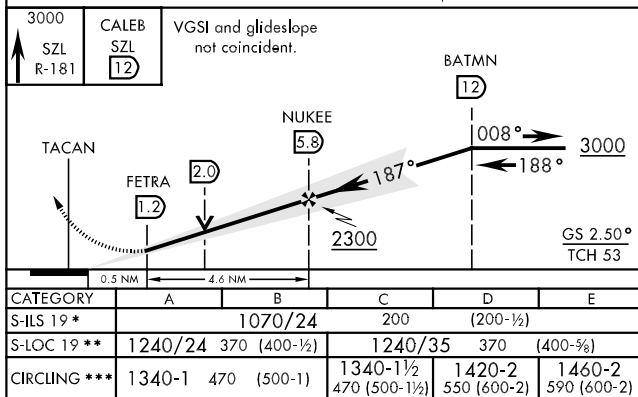


LOC I-MXJ 108.5	APCH CRS 187°	Rwy Idg 12,400 THRE 870 Arpt Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)				
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.			ALSF-1 	MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.				
ATIS ★ 118.725 239.025		WHITEMAN APP CON 127.45 284.0		WHITEMAN TOWER 132.4 255.6		GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR

*** Circling not authorized W of Rwy 1-19.



EMERG SAFE ALT 100 NM 4700



HIRL Rwy 1-19

APCH CRS
007°

Rwy ldg 12,400
THRE 837
Arpt Elev 870

AL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE vis to 1¼ miles.

** Circling not authorized W of Rwy 1-19.

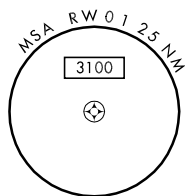
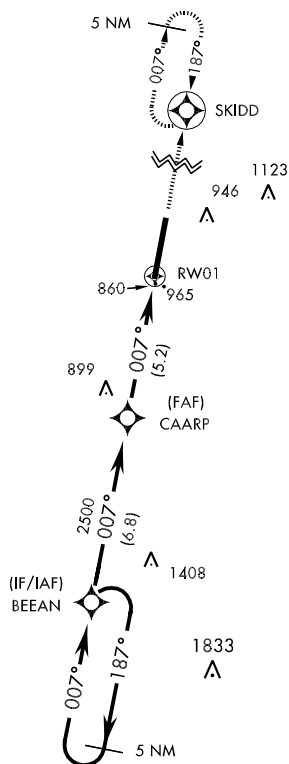
ALSF-1



MISSED APPROACH: Climb to
3000 direct SKIDD and hold.

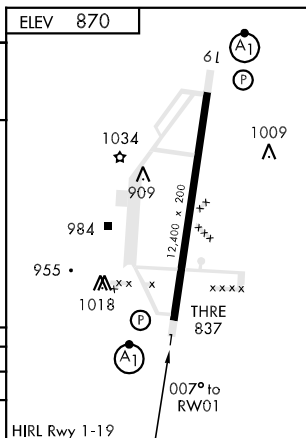
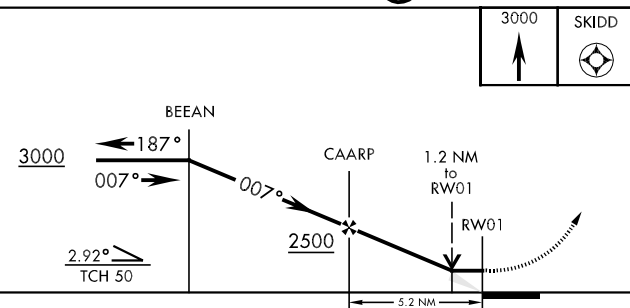
ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700

ELEV 870



CATEGORY	A	B	C	D	E
LNNAV MDA *	1260/24 423 (400-½)		1260/40 423 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

HIRL Rwy 1-19

APCH CRS 187°	Rwy Idg 12,400 THRE 870 Arpt Elev 870
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AL-496[USAF]

WHITEMAN AFB (KSZL)



* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

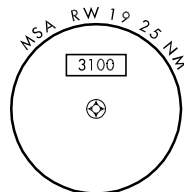
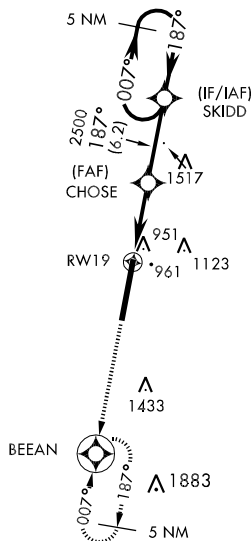
ALSF-1



MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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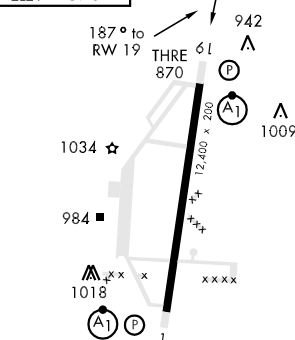
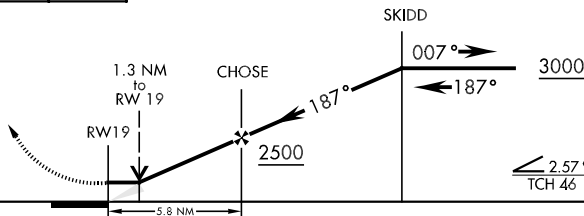
DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700



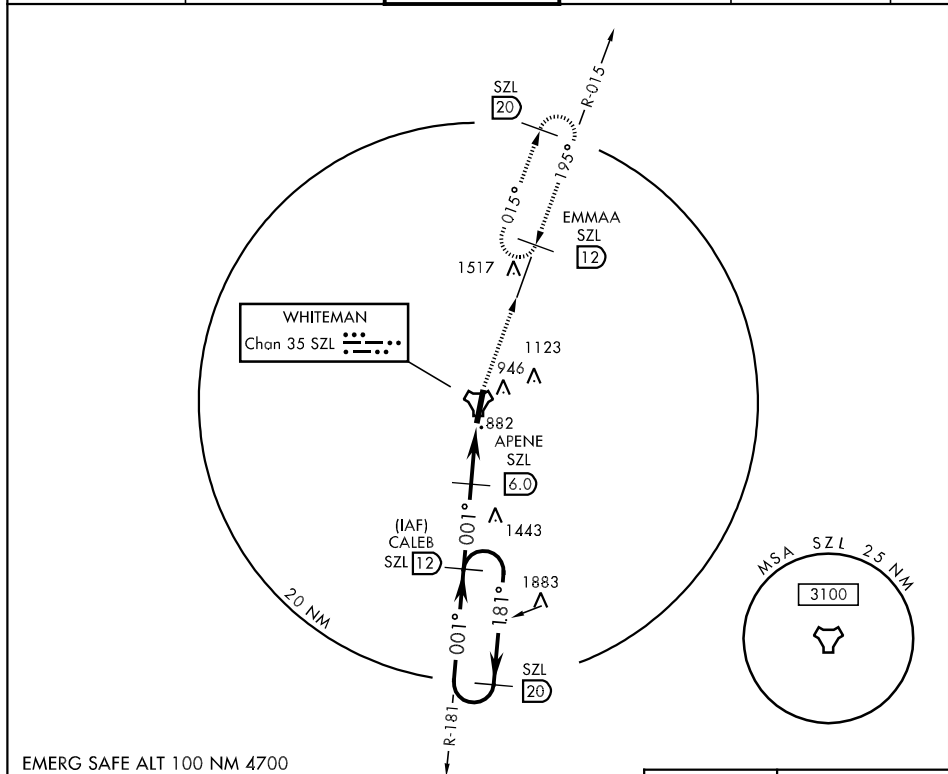
ELEV 870



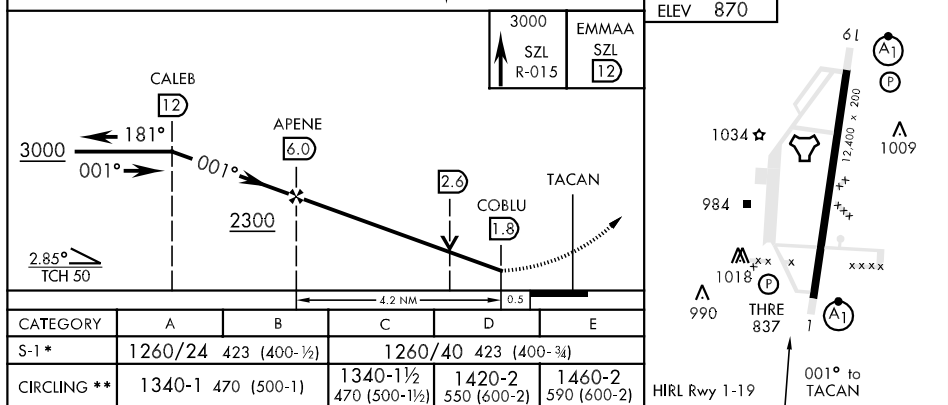
CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 390 (400-½)	1260/35 390 (400-¾)			
CIRCLING **	1340-1 470 (500-1)	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)	

HIRL Rwy 1-19

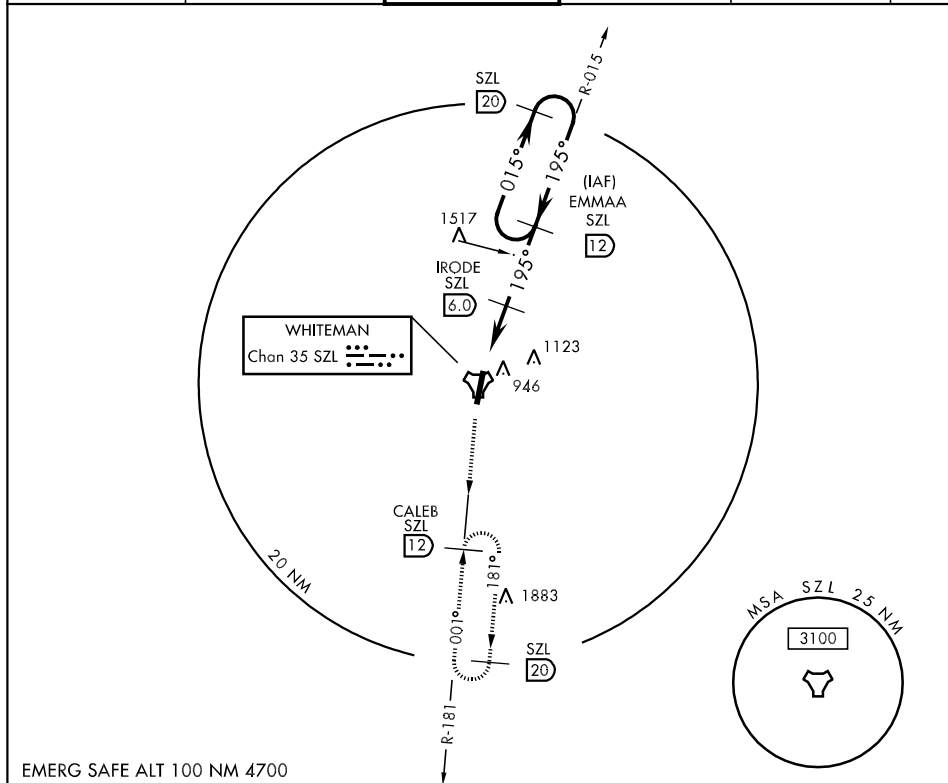
TACAN SZL Chan 35	APCH CRS 001°	Rwy Idg 12,400 THRE 837 Arpt Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)	
<div>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles. ** Circling not authorized W of Rwy 1-19.</div>			<div>ALSF-1 </div>	MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.	
ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR



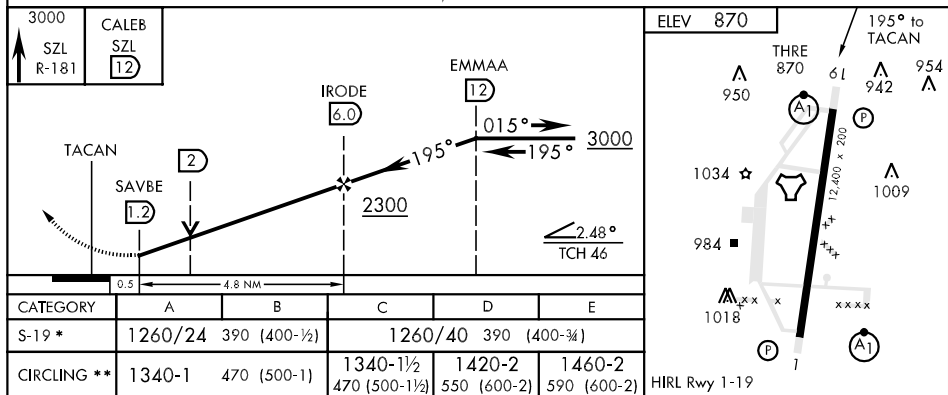
EMERG SAFE ALT 100 NM 4700



TACAN SZL Chan 35	APCH CRS 195°	Rwy Idg 12,400 THRE 870 Arpt Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)		
<div><div>▼</div><div>* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ** Circling not authorized W of Rwy 1-19.</div></div>			<div><div>ALSF-1</div><div><div>A1</div><div></div></div></div>	MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.		
ATIS ★ 118.725 239.025		WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR



EMERG SAFE ALT 100 NM 4700



LAMAR MUNI (LLU) 2 SW UTC-6(-5DT) N37°29.37' W94°18.69'

KANSAS CITY

1009 B FUEL 100LL, MOGAS NOTAM FILE COU

L-16F

RWY 03-21: H2902X60 (ASPH-AFSC) MIRL 0.4% up SW

IAP

RWY 03: P-line. RWY 21: Trees.

AIRPORT REMARKS: Unattended. For fuel ctc number posted at fueling area. Ultraight activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 03-21—CTAF.

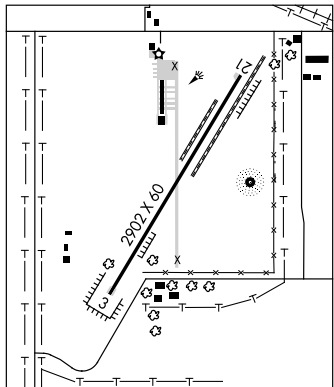
COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14' 002° 39.2 NM to fld. 1200/7E.

SPRING RIVER NDB (MHW) 356 LLU N37°29.22' W94°18.61' at fld.



LAMBERT-ST LOUIS INTL (See ST LOUIS)

LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28' W92°39.47'. NOTAM FILE COU.

KANSAS CITY

NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon. Unmonitored.

L-16G

RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC-6(-5DT) N37°38.90' W92°39.15'

KANSAS CITY

1321 B FUEL 100LL, JET A1+ NOTAM FILE COU

H-5D, L-16G

RWY 18-36: H5000X75 (ASPH) S-33, D-54 MIRL 0.3% up S

IAP

RWY 18: PVASI(P SIL)—GA 3.0° TCH 37'. Trees.

RWY 36: REIL. PVASI(P SIL)—GA 3.0° TCH 27'. Pline.

AIRPORT REMARKS: Attended 1300-0000Z+. For fuel after hrs, call number posted on terminal door. Birds, deer and wildlife on and in vicinity of arpt. Sprayer acft on and in vicinity of arpt during spring and summer months. Rwy 18 PVASI OTS indef. MIRL Rwy 18-36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36—CTAF. PVASI Rwy 18 and Rwy 36 operate 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.975 (417) 533-3419.

COMMUNICATIONS: CTAF/UNICOM 122.8

LEBANON RCO 122.5 (COLUMBIA RADIO)

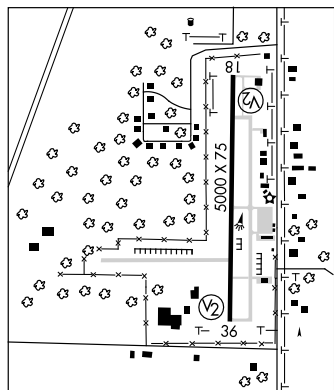
® SPRINGFIELD APP/DEP CON 121.1 CLNC DEL 123.725

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 057° 37 NM to fld. 1240/4E. HIWAS.

LEBANON NDB (MHW) 414 IEB N37°34.28' W92°39.47' 360° 4.6 NM to fld. NOTAM FILE COU. Unmonitored.

SDF/DME 109.1 I-LBO Chan 28 Rwy 36 Unmonitored.



LEE C FINE MEM (See KAISER (LAKE OZARK))

NDB LLU <u>356</u>	APP CRS 036°	Rwy Idg TDZE Apt Elev	2902 1008 1009
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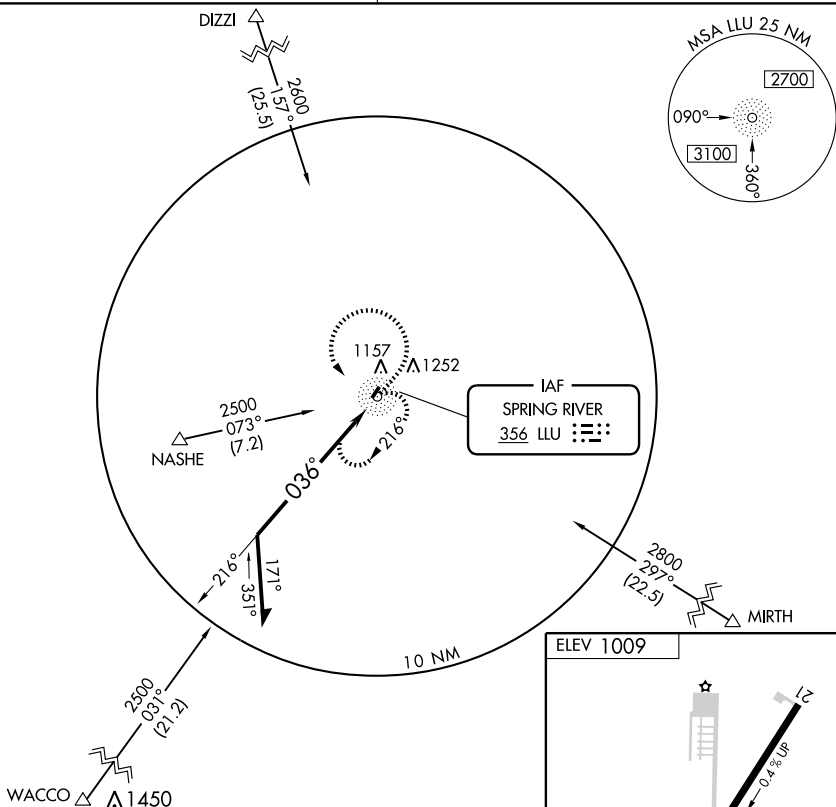
NDB RWY 3
LAMAR MUNI (LLU)

T Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA.
A NA Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C $\frac{1}{4}$ mile, Circling Cat. B $\frac{1}{4}$ mile and Cat. C $\frac{1}{2}$ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.

KANSAS CITY CENTER
128.6 282.325

CTAF
122.9 **L**



Remain
within 10 NM

2500

NDB

—

 0.36°

CATEGORY

1640-1

00-1)

1640-1³/₄

NA

CIRCLING

1640-1

1660-1

1660-1³/₄

NA

AMAR, MISSOURI

Amdt 1 09071

37°29'N-94°19'W

LAMAR MUNI (LLU)
NDB RWY 3

MIRL Rwy 3-21 L

NC-3. 21 OCT 2010 to 18 NOV 2010

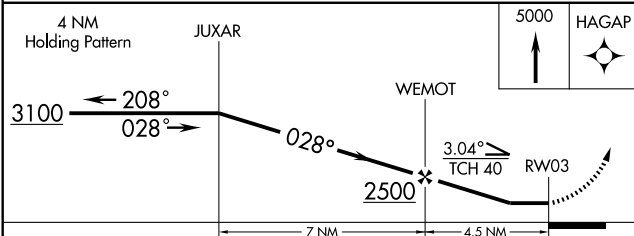
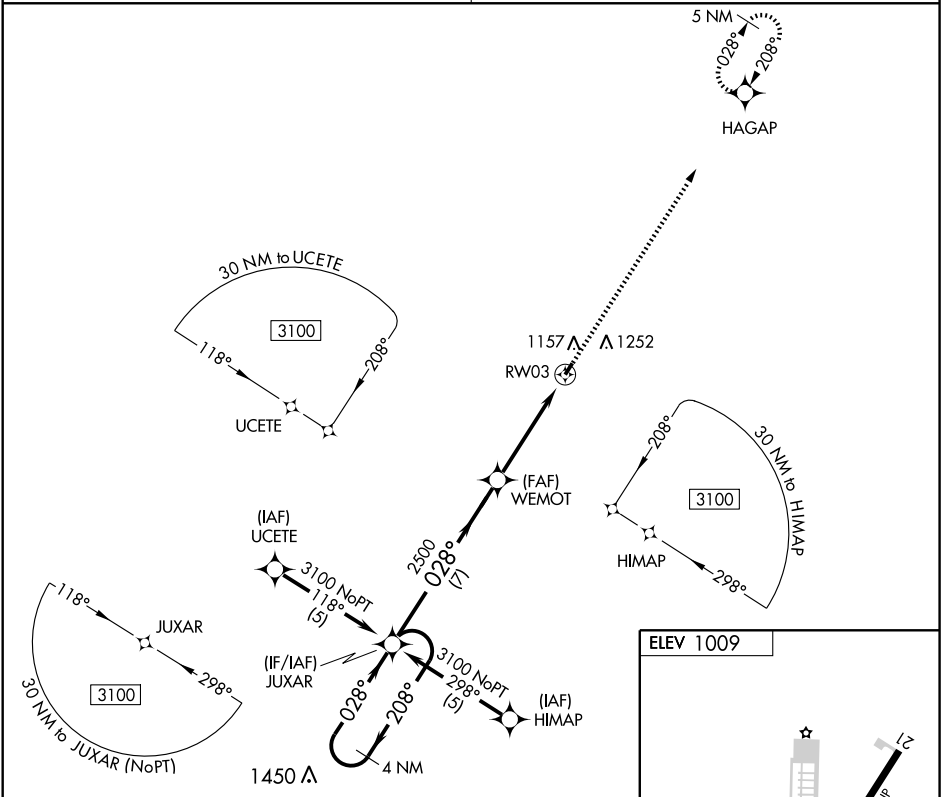
APP CRS	Rwy Idg	2902
028°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 3

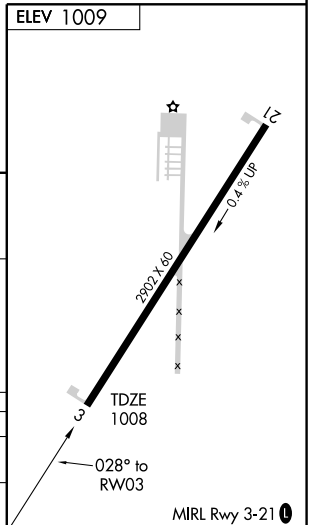
LAMAR MUNI (LLU)

<p>▼ Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.</p> <p>▲ NA Visibility reduction by helicopters NA.</p> <p>Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.</p>	<p>MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.</p>
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<p>KANSAS CITY CENTER</p> <p>128.6 282.325</p>	<p>CTAF</p> <p>122.9 0</p>
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CATEGORY	A	B	C	D
LNAV MDA	1520-1	512 (600-1)	1520-1½ 512 (600-1½)	NA
CIRCLING	1520-1 511 (600-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA



LAMAR MUNI (LLU) 2 SW UTC-6(-5DT) N37°29.37' W94°18.69'

KANSAS CITY

1009 B FUEL 100LL, MOGAS NOTAM FILE COU

L-16F

RWY 03-21: H2902X60 (ASPH-AFSC) MIRL 0.4% up SW

IAP

RWY 03: P-line. RWY 21: Trees.

AIRPORT REMARKS: Unattended. For fuel ctc number posted at fueling area. Ultraight activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 03-21—CTAF.

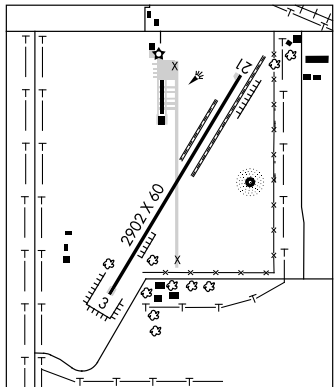
COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14' 002° 39.2 NM to fld. 1200/7E.

SPRING RIVER NDB (MHW) 356 LLU N37°29.22' W94°18.61' at fld.



LAMBERT-ST LOUIS INTL (See ST LOUIS)

LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28' W92°39.47'. NOTAM FILE COU.

KANSAS CITY

NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon. Unmonitored.

L-16G

RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC-6(-5DT) N37°38.90' W92°39.15'

KANSAS CITY

1321 B FUEL 100LL, JET A1+ NOTAM FILE COU

H-5D, L-16G

RWY 18-36: H5000X75 (ASPH) S-33, D-54 MIRL 0.3% up S

IAP

RWY 18: PVASI(P SIL)—GA 3.0° TCH 37'. Trees.

RWY 36: REIL. PVASI(P SIL)—GA 3.0° TCH 27'. Pline.

AIRPORT REMARKS: Attended 1300-0000Z+. For fuel after hrs, call number posted on terminal door. Birds, deer and wildlife on and in vicinity of arpt. Sprayer acft on and in vicinity of arpt during spring and summer months. Rwy 18 PVASI OTS indef. MIRL Rwy 18-36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36—CTAF. PVASI Rwy 18 and Rwy 36 operate 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.975 (417) 533-3419.

COMMUNICATIONS: CTAF/UNICOM 122.8

LEBANON RCO 122.5 (COLUMBIA RADIO)

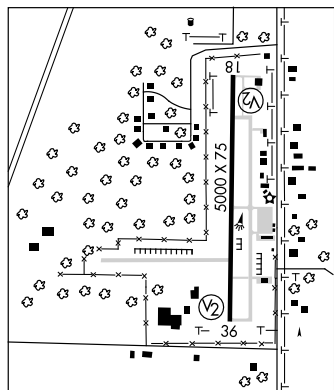
® SPRINGFIELD APP/DEP CON 121.1 CLNC DEL 123.725

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 057° 37 NM to fld. 1240/4E. HIWAS.

LEBANON NDB (MHW) 414 IEB N37°34.28' W92°39.47' 360° 4.6 NM to fld. NOTAM FILE COU. Unmonitored.

SDF/DME 109.1 I-LBO Chan 28 Rwy 36 Unmonitored.



LEE C FINE MEM (See KAISER (LAKE OZARK))

APP CRS 179°	Rwy Idg TDZE Apt Elev	5000 1316 1321
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RNAV (GPS) RWY 18

LEBANON/FLOYD W. JONES LEBANON (LBO)

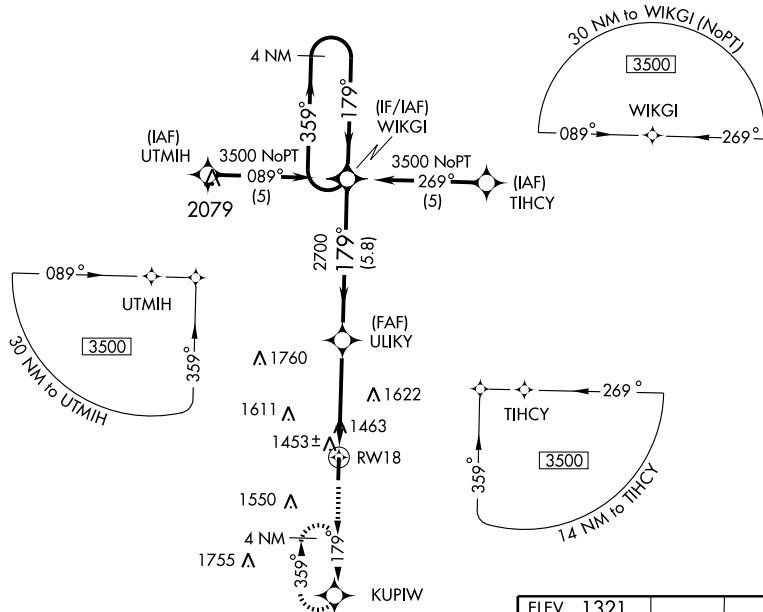
When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.

Baro-VNAV NA when using Springfield-Branson National altimeter setting.

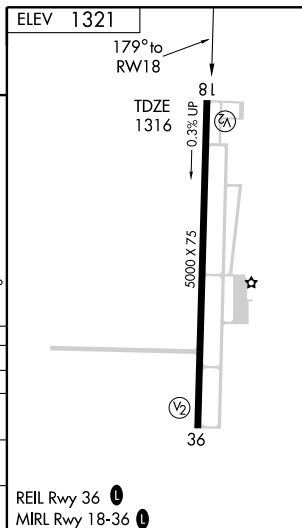
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

AWOS-3 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF) 0
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3500	KUPIW	*LNAV only, VDP NA when using Springfield-Branson National altimeter setting.	4 NM Holding Pattern
	ULIKY	WIKGI	3500
1.3	2.9 NM	5.8 NM	
CATEGORY	A	B	C
GLS PA DA	NA		
LNAV/VNAV DA	1937-2 1/4 621 (700-2 1/4)		
LNAV MDA	1760-1 444 (500-1)	1760-1 1/4 444 (500-1 1/4)	
CIRCLING	1820-1 499 (500-1)	1820-1 1/2 499 (500-1 1/2)	1980-2 659 (700-2)



LEBANON, MISSOURI

Orig-B 10154

LEBANON//FLOYD W. JONES LEBANON (LBO)

37°39'N - 92°39'W

RNAV (GPS) RWY 18

SDF LBO <u>109.1</u> Chan 28	APP CRS 359°	Rwy Idg 5000 TDZE 1321 Apt Elev 1321
--	------------------------	---

APP CRS
359°

Rwy Idg	5000
TDZE	1321
Asp Elev	1321

SDF RWY 36

LEBANON/FLOYD W. JONES LEBANON (LBO)

T
ANA When local altimeter setting not received, use
Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.

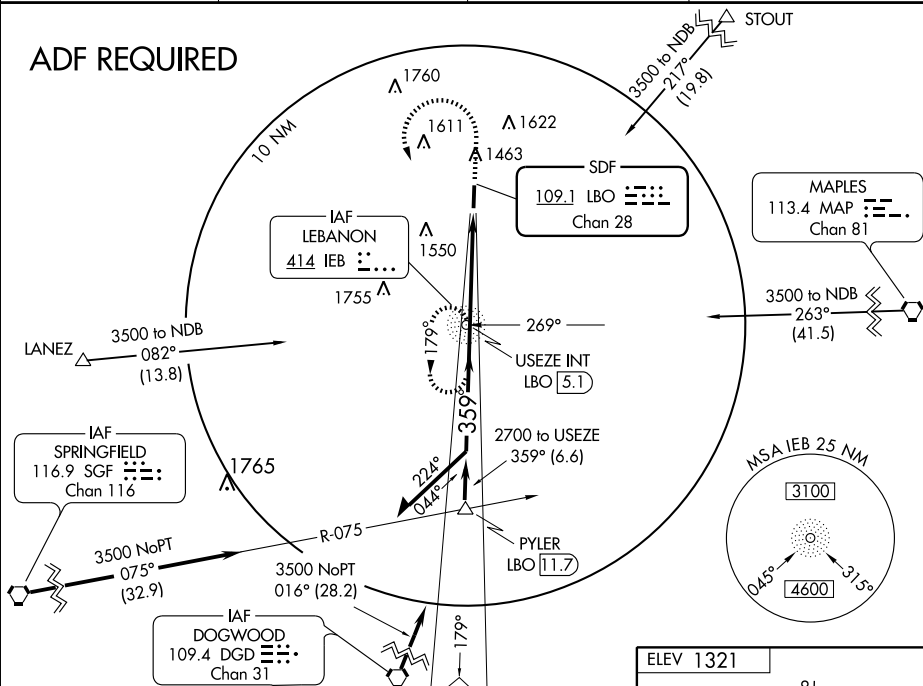
AWOS-3
118.975

SPRINGFIELD APP CON
121.1 290.5

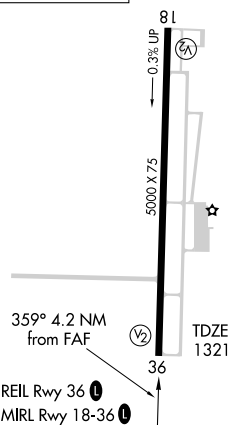
CLNC DEL
123.725

UNICOM
122.8 (CTAF) **L**

ADF REQUIRED



ELEV 1321



359° 4.2 NM
[...]

REIL Rwy 36 **L**
MIRL Rwy 18-36 **L**

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LEBANON, MISSOURI

Amdt 5B 10154

LEBANON/FLOYD W. JONES LEBANON (LBO)

37°39'N-92°39'W

SDF RWY 36

NC-3, 21 OCT 2010 to 18 NOV 2010

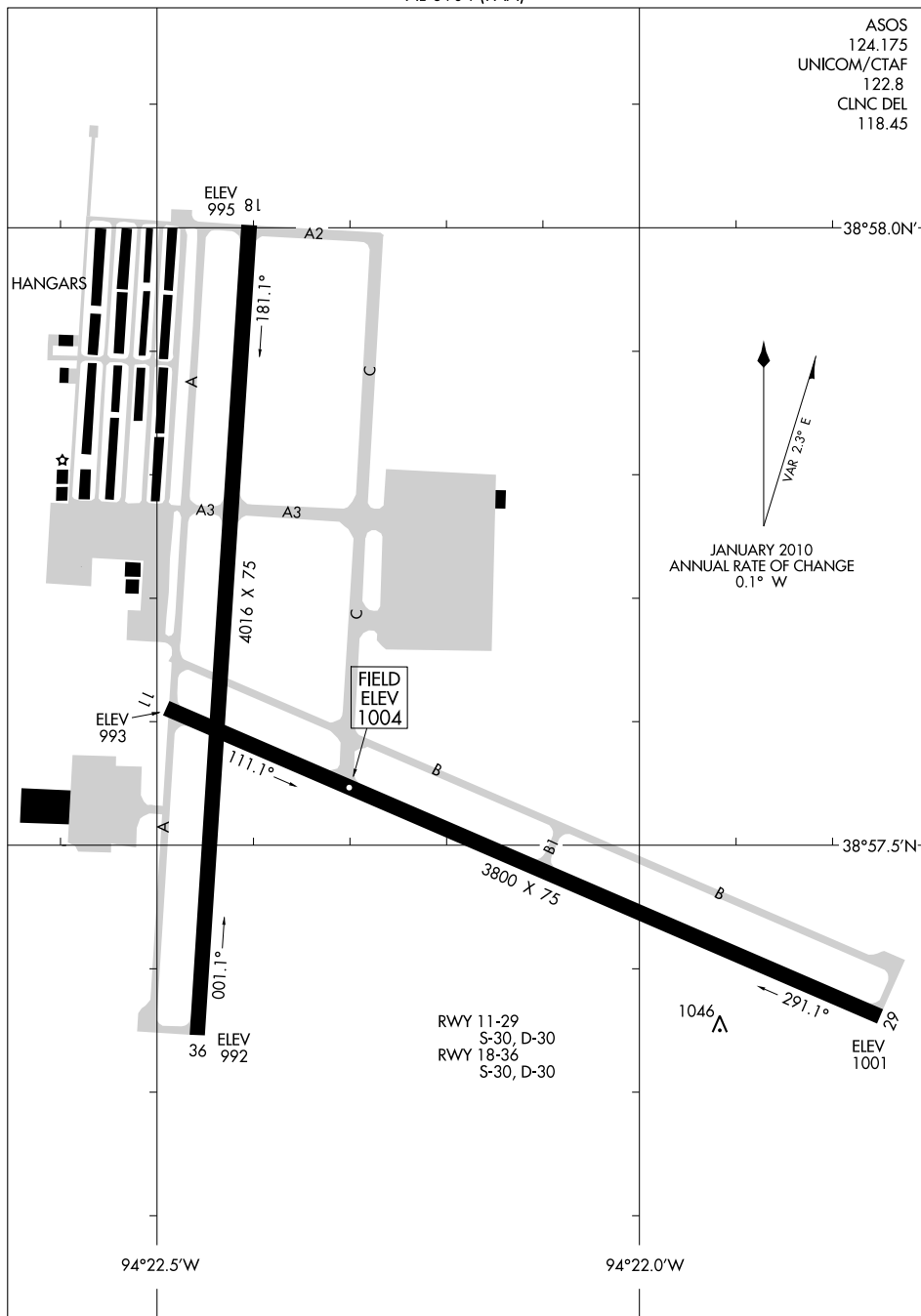
NC-3. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LEE'S SUMMIT, MISSOURI
LEE'S SUMMIT MUNI (LXT)

LEE'S SUMMIT MUNI (LXT) 3 N UTC-6(-5DT) N38°57.58' W94°22.28'

KANSAS CITY

1004 B S4 FUEL 100LL, JET A, MOGAS OX 4 TPA—See Remarks NOTAM FILE LXT

L-101, A

RWY 18-36: H4016X75 (CONC) S-30, D-30 MIRL

IAP, AD

RWY 18: REIL. VASI(V4L)—GA 3.5° TCH 31'.

RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 31'. Rgt tfc.

RWY 11-29: H3800X75 (CONC) S-30, D-30 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.

RWY 29: REIL. PAPI(P4R)—GA 3.0° TCH 40'.

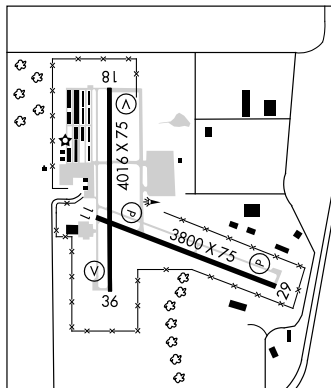
AIRPORT REMARKS: Attended 1130Z†-dusk; attended 1 hr after sunset. Wildlife on and in/ovf arpt. When winds are less than 5 knots use Rwy 18. Apch ends of Rwy 18, Rwy 36 and Rwy 29 are not mutually visible due to terrain and trees. No rgt turns under 2500' or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500' or within ½ mile of the end of the rwy when departing on Rwy 18. No left turns under 2500' or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11-29 and Rwy 18-36 preset on low ints dusk-0400Z†, for higher ints after 0400Z† ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 and VASI Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: ASOS 124.175 (816) 347-9807.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KANSAS CITY APP/DEP CON 118.4 CLNC DEL 118.45

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 227° 14.0 NM to fld. 878/7E.

**LEWIS CO RGNL** (See MONTICELLO)**LEXEY** N39°23.22' W94°40.62' NOTAM FILE MCI.

KANSAS CITY

NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl.

A

LEXINGTON MUNI (4K3) 3 NW UTC-6(-5DT) N39°12.59' W93°55.66'

KANSAS CITY

691 B NOTAM FILE COU

L-27A

RWY 13-31: 3100X125 (TURF)

IAP

RWY 13: P-line. RWY 31: Road.

RWY 04-22: H2925X40 (ASPH) LIRL (NSTD)

RWY 04: P-line. RWY 22: Trees.

RWY 18-36: 2250X125 (TURF)

RWY 18: Trees. RWY 36: Road.

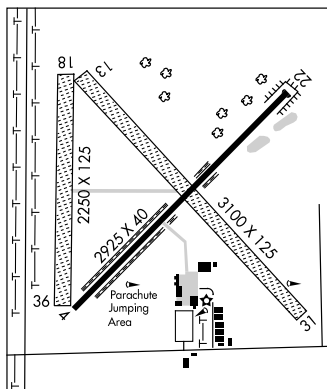
AIRPORT REMARKS: Attended Mon-Fri 1500Z†-dusk, Sat-Sun 1400Z†-dusk. Parachute Jumping. Birds in/ovf arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and in/ovf arpt. Trees in rwy visibility zone between Rwy 22 end and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1-50' tall trees and brush first 1,000' of Rwy 22, 86-250' N of rwy pavement edge and 100-250' S of rwy pavement edge. Rwy 04-22 rough large pits in surface cracks. Rwy 18-36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04-22 NSTD LIRL, spacing of rwy lgts varies from 240-250', 6 thld lgts located 20' NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 047° 11.6 NM to fld. 878/7E.



BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

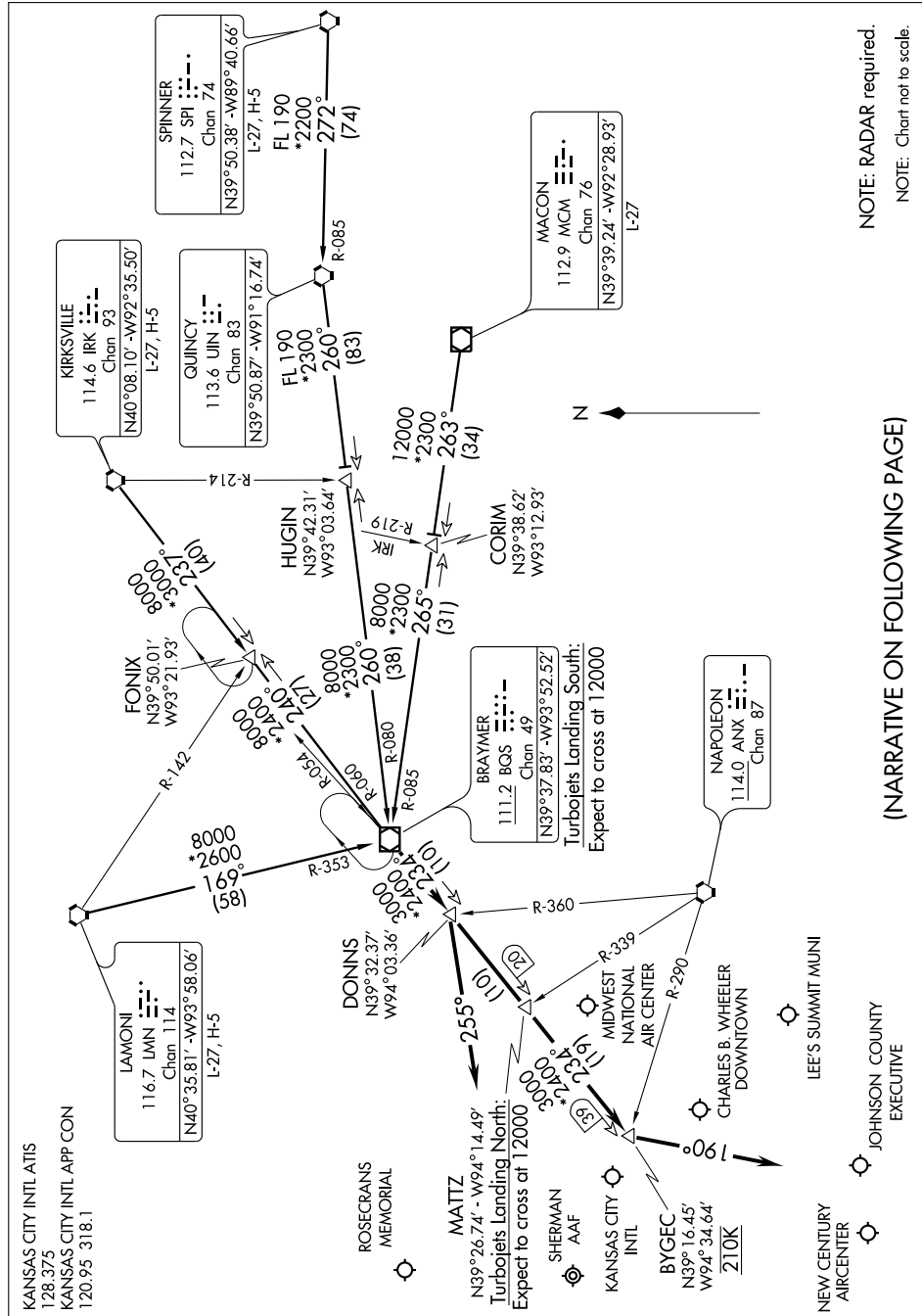
NC-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3. 21 OCT 2010 to 18 NOV 2010



BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

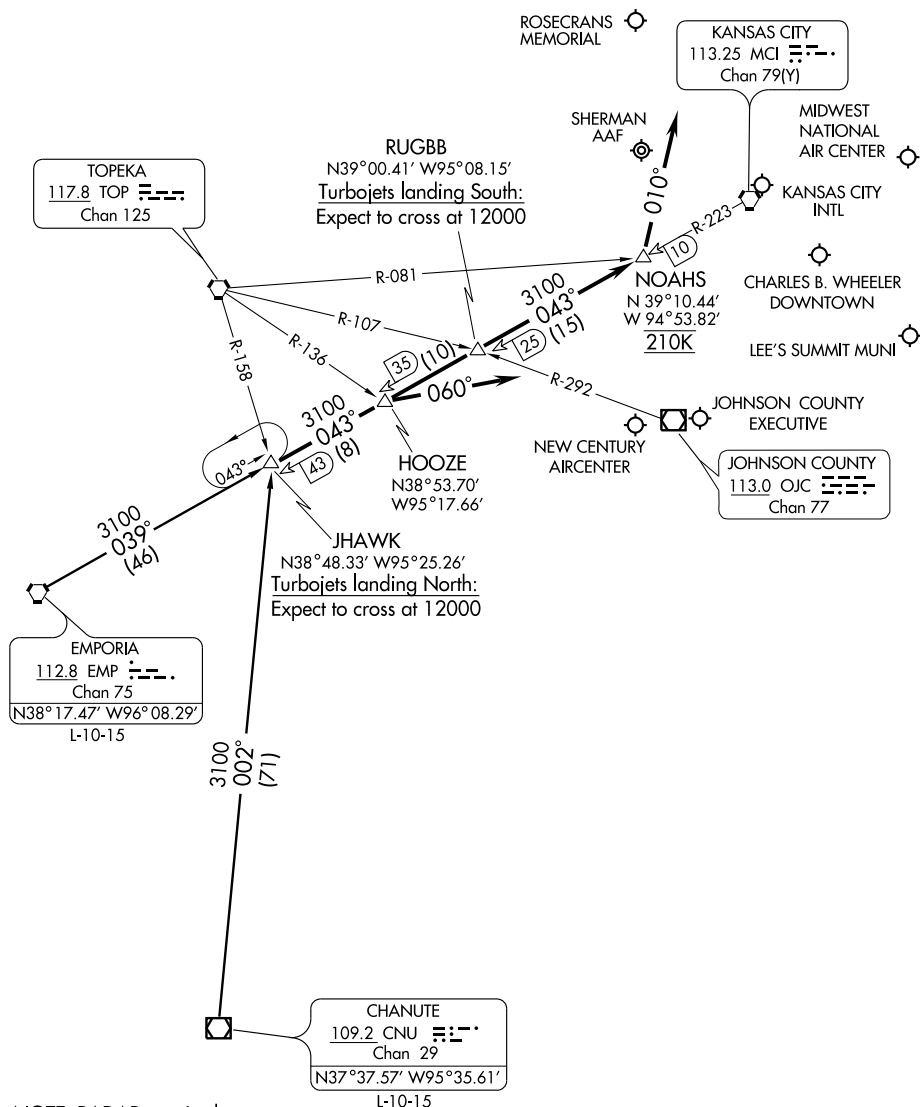
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 99405 W11A	APP CRS 109°	Rwy Idg TDZE Apt Elev	3800 1004 1004
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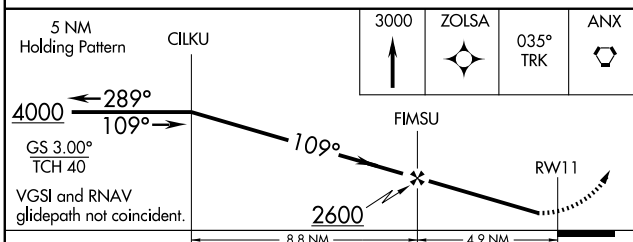
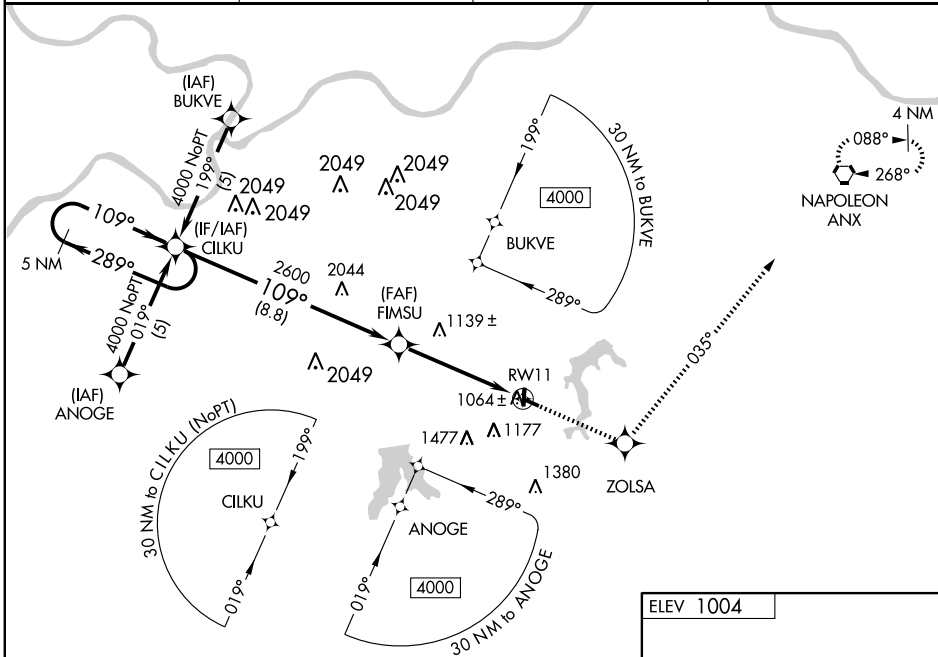
RNAV (GPS) RWY 11

LEE'S SUMMIT MUNI (LXT)

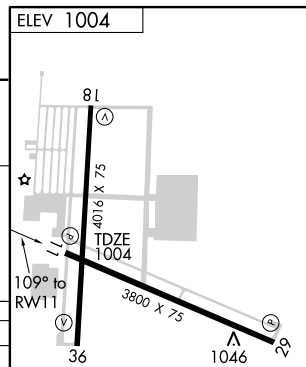
- ▼ Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)
or above 54°C (130°F).
- ▲ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown
altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct
ZOLSA and via 035° track ANX VORTAC
and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1254-1	250 (300-1)		NA
LNAV/VNAV DA	1334-1¼	330 (400-1¼)		NA
LNAV MDA	1400-1	396 (400-1)		NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



REIL Rwy 11, 18, 29 and 36 0
MIRL Rwy 11-29 and 18-36 0

LEE'S SUMMIT, MISSOURI

Orig 09351

38°58'N - 94°22'W

LEE'S SUMMIT MUNI (LXT)

RNAV (GPS) RWY 11

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS
CH **82204**
W18A

APP CRS
179°

Rwy Idg **4016**
TDZE **998**
Apt Elev **1004**

RNAV (GPS) RWY 18

LEE'S SUMMIT MUNI (LXT)



Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

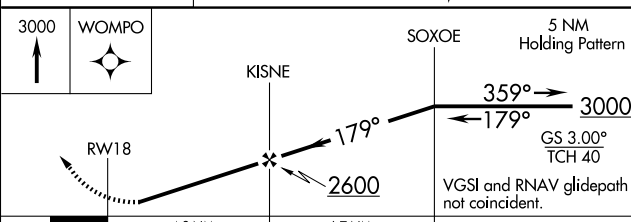
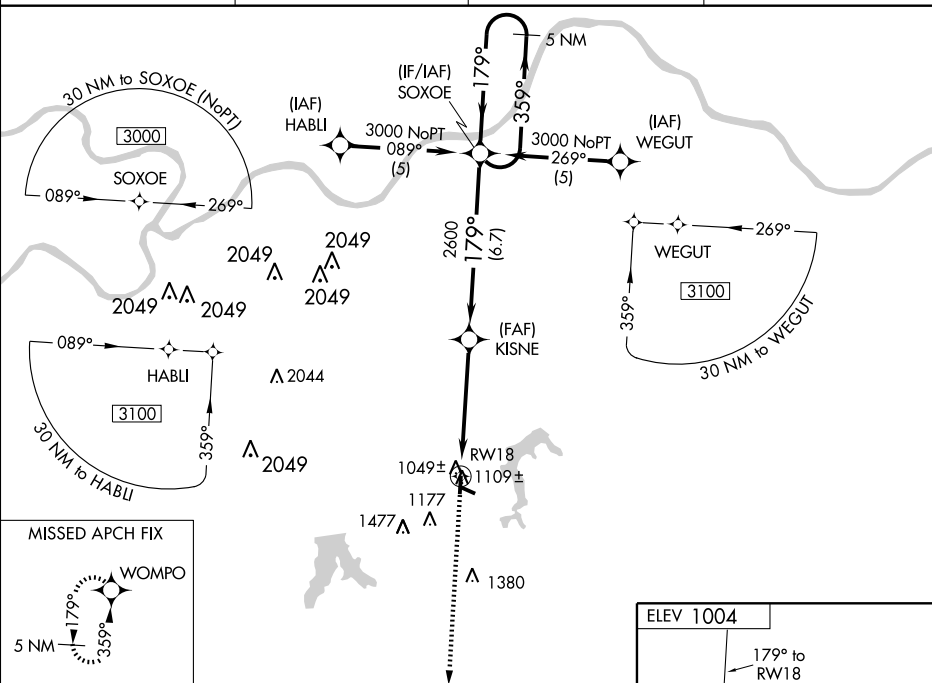
MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS
124.175

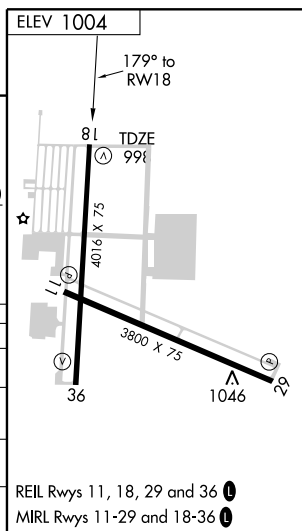
KANSAS CITY APP CON
118.4 294.7

CLNC DEL
118.45

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1248-1	250 (300-1)		NA
LNAV/VNAV DA	1378-1¼	380 (400-1¼)		NA
LNAV MDA	1360-1	362 (400-1)		NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



WAAS CH 48905 W29A	APP CRS 289°	Rwy ldg TDZE Apt Elev	3800 1004 1004
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RNAV (GPS) RWY 29

LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

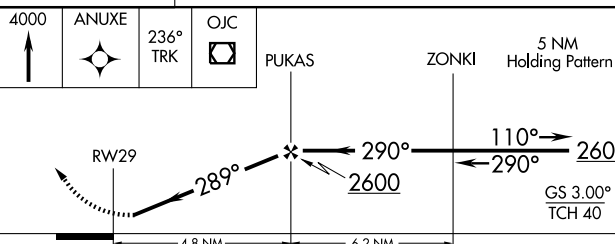
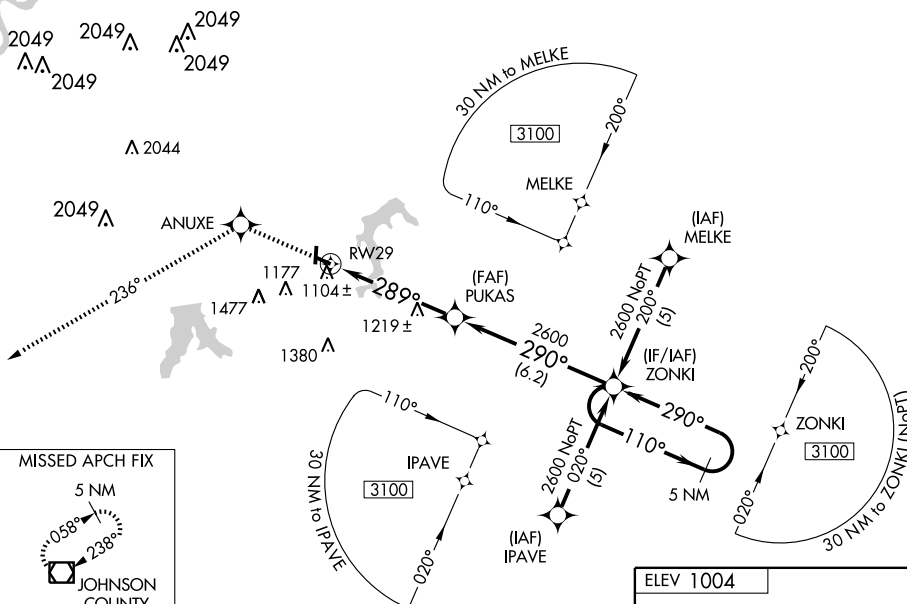
MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

ASOS
124.175

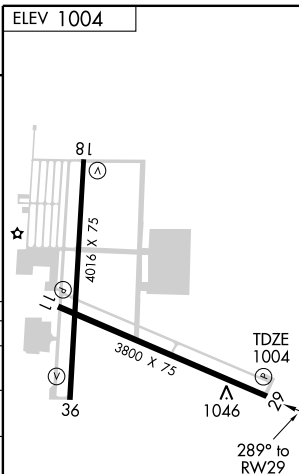
KANSAS CITY APP CON
118.4 294.7

CLNC DEL
118.45

UNICOM
122.8 (CTAF) **1**



CATEGORY	A	B	C	D
LPV DA	1254-1	250 (300-1)		NA
LNAV/VNAV DA	1374-1¼	370 (400-1¼)		NA
LNAV MDA	1480-1	476 (500-1)	1480-1¼ 476 (500-1¼)	NA
CIRCLING	1480-1 476 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



WAAS CH 48805 W36A	APP CRS 359°	Rwy Idg 4016 TDZE 998 Apt Elev 1004
--	------------------------	--

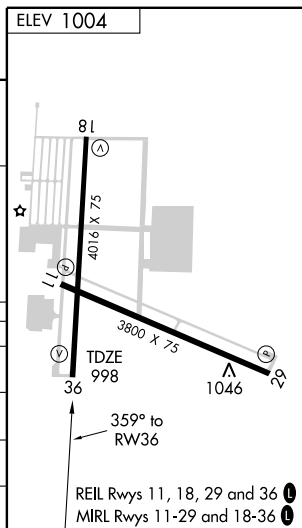
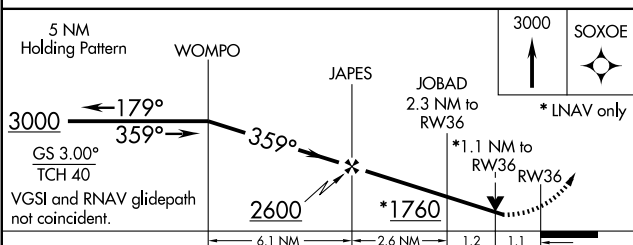
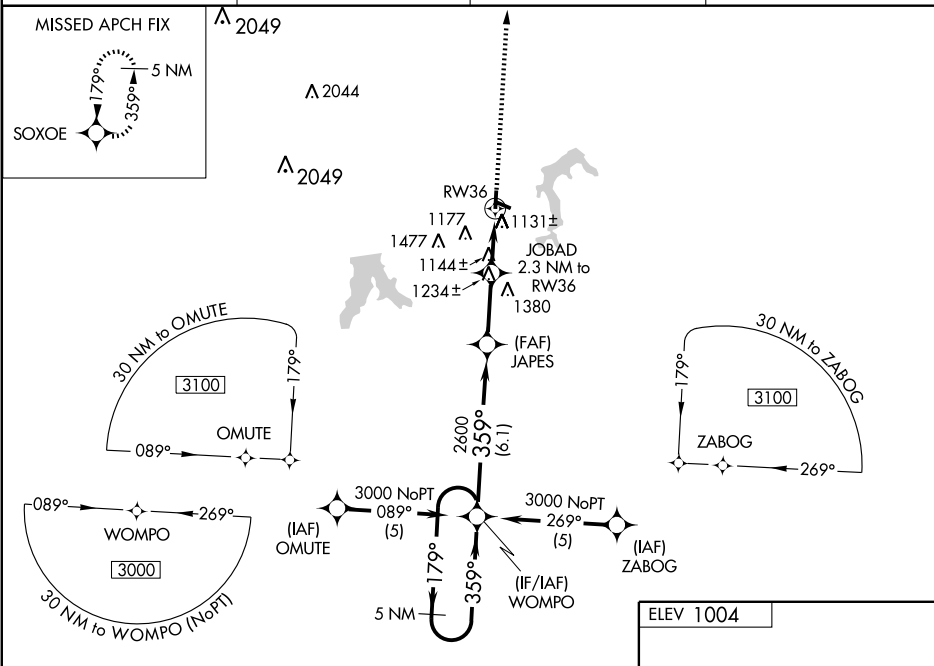
RNAV (GPS) RWY 36

LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncomputerized Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1331-1¼ 333 (400-1¼)			NA
LNAV/ VNAV DA	1530-2 532 (600-2)			NA
LNAV MDA	1420-1 422 (500-1)		1420-1¼ 422 (500-1¼)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

LEE'S SUMMIT, MISSOURI

Amdt 1 09351

38°58'N - 94°22'W

LEE'S SUMMIT MUNI (LXT)

RNAV (GPS) RWY 36

NC-3, 21 OCT 2010 to 18 NOV 2010


NC-3. 21 OCT 2010 to 18 NOV 2010


ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI


KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1

OMAHA
116.3 OVR 
Chan 110
N41°10.04' W95°44.20'
L-10-12, H-5


FORT DODGE
113.5 FOD 
Chan 82
N42°36.67' W94°17.69'
L-12, H-5

HILDE
N40°15.23'
W95°31.06'

KARAA
N40°16.38'
W95°15.39'

ROBINSON
108.2 RBA 
Chan 19
N39°51.05' W95°25.38'

Turbojets Landing South:
Expect to cross at 12000

ST. JOSEPH
115.5 STJ 
Chan 102

PAWNEE CITY
112.4 PWE :==.
Chan 71
N40°12.02' W96°12.38'
L-10, H-5

JUDAA—
N39°41.31'
W95°15.18'

PEGGI
N39°34.19'
W95°07.75'

Turbojets Landing North:
Expect to cross at 12000

HUGGY
N39°18.07'
W94°51.07'
210K

SHERMAN
AAE

SHERMAN
AAE

 KANSAS CITY
INTL

CHARLES B. WHEELER
DOWNTOWN

LEE'S SUMMIT MUNI

MIDWEST
NATIONAL
AIR CENTER

NEW CENTURY
AIRCENTER 

 JOHNSON COUNTY
EXECUTIVE

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

(RBA.RBA3) 08101

KANSAS CITY, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

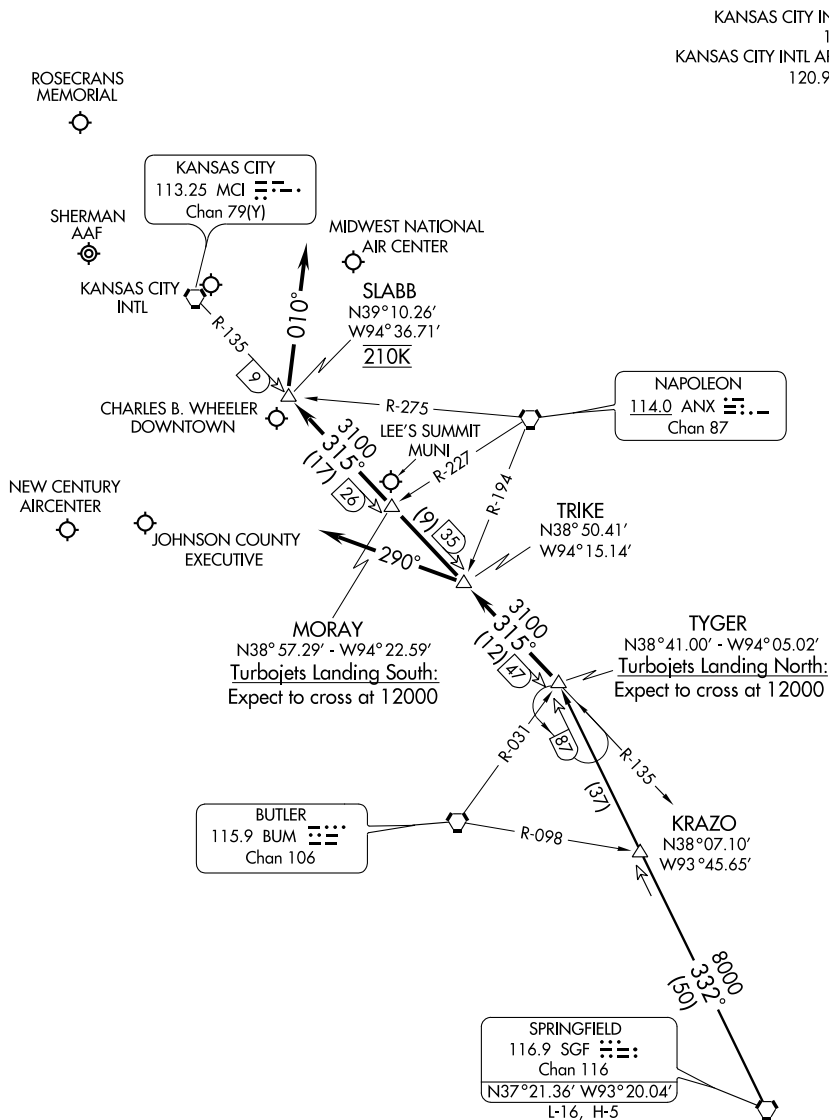
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ANX 114.0 Chan 87	APP CRS 229°	Rwy Idg TDZE Apt Elev N/A N/A 1004
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VOR/DME-A

LEE'S SUMMIT MUNI (LXT)

▼ When local altimeter setting not received, use Charles B. Wheeler
▲ NA Downtown altimeter setting and increase all MDA 80 feet, and Cat C
visibility ¼ mile.

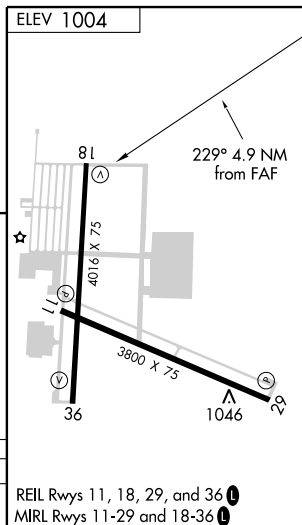
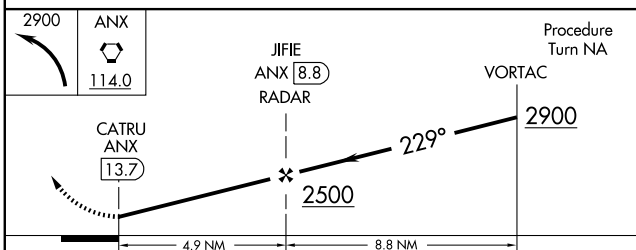
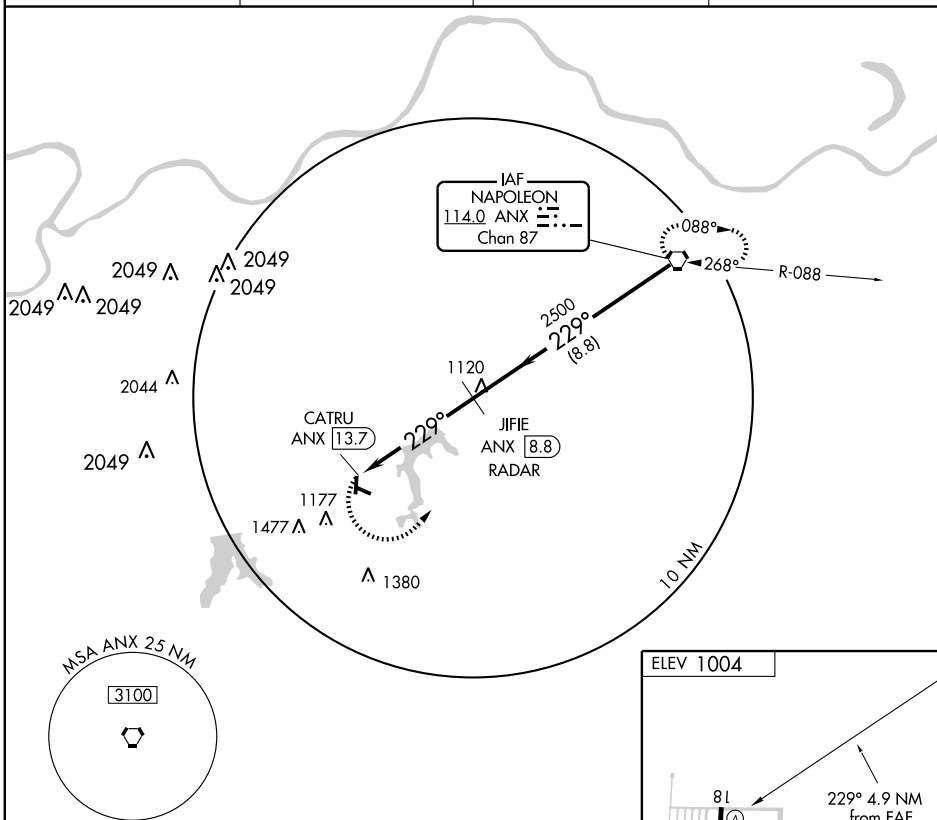
MISSED APPROACH: Climbing left turn to 2900
direct ANX VORTAC and hold.

ASOS
124.175

KANSAS CITY APP CON
118.4 294.7

CLNC DEL
118.45

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwy 11, 18, 29, and 36
MIRL Rwy 11-29 and 18-36

LEE'S SUMMIT MUNI (LXT) 3 N UTC-6(-5DT) N38°57.58' W94°22.28'

KANSAS CITY

1004 B S4 FUEL 100LL, JET A, MOGAS OX 4 TPA—See Remarks NOTAM FILE LXT

L-101, A

RWY 18-36: H4016X75 (CONC) S-30, D-30 MIRL

IAP, AD

RWY 18: REIL. VASI(V4L)—GA 3.5° TCH 31'.

RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 31'. Rgt tfc.

RWY 11-29: H3800X75 (CONC) S-30, D-30 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.

RWY 29: REIL. PAPI(P4R)—GA 3.0° TCH 40'.

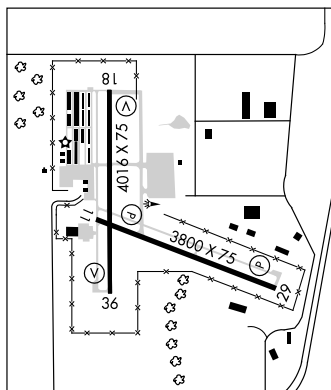
AIRPORT REMARKS: Attended 1130Z†-dusk; attended 1 hr after sunset. Wildlife on and in/ov arpt. When winds are less than 5 knots use Rwy 18. Apch ends of Rwy 18, Rwy 36 and Rwy 29 are not mutually visible due to terrain and trees. No rgt turns under 2500' or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500' or within ½ mile of the end of the rwy when departing on Rwy 18. No left turns under 2500' or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11-29 and Rwy 18-36 preset on low ints dusk-0400Z†, for higher ints after 0400Z† ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 and VASI Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: ASOS 124.175 (816) 347-9807.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KANSAS CITY APP/DEP CON 118.4 CLNC DEL 118.45

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 227° 14.0 NM to fld. 878/7E.

**LEWIS CO RGNL** (See MONTICELLO)**LEXEY** N39°23.22' W94°40.62' NOTAM FILE MCI.

KANSAS CITY

NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl.

A

LEXINGTON MUNI (4K3) 3 NW UTC-6(-5DT) N39°12.59' W93°55.66'

KANSAS CITY

691 B NOTAM FILE COU

L-27A

RWY 13-31: 3100X125 (TURF)

IAP

RWY 13: P-line. RWY 31: Road.

RWY 04-22: H2925X40 (ASPH) LIRL (NSTD)

RWY 04: P-line. RWY 22: Trees.

RWY 18-36: 2250X125 (TURF)

RWY 18: Trees. RWY 36: Road.

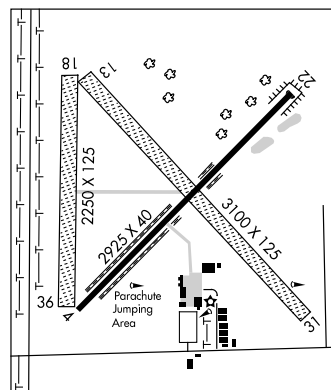
AIRPORT REMARKS: Attended Mon-Fri 1500Z†-dusk, Sat-Sun 1400Z†-dusk. Parachute Jumping. Birds in/ov arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and in/ov arpt. Trees in rwy visibility zone between Rwy 22 end and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1-50' tall trees and brush first 1,000' of Rwy 22, 86-250' N of rwy pavement edge and 100-250' S of rwy pavement edge. Rwy 04-22 rough large pits in surface cracks. Rwy 18-36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04-22 NSTD LIRL, spacing of rwy lgts varies from 240-250', 6 thld lgts located 20' NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 047° 11.6 NM to fld. 878/7E.



VORTAC ANX 114.0 Chan 87	APP CRS 227°	Rwy Idg 2925 TDZE 691 Apt Elev 691
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VOR/DME or GPS RWY 22

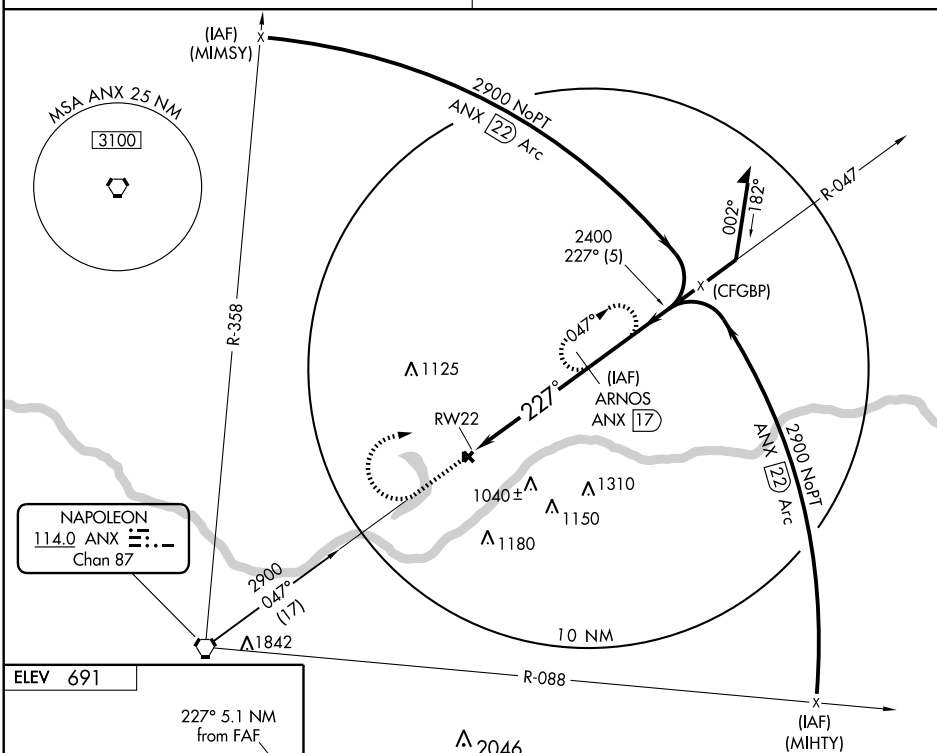
LEXINGTON MUNI (4K3)

T Use Charles B. Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

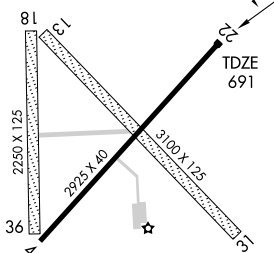
KANSAS CITY CENTER
135.575 323.15

UNICOM
122.7 (CTAF)



ELEV 691

227° 5.1 NM
from FAF.



LIRL Rwy 4-22

LEXINGTON, MISSOURI

Orig-A 08APR10

39° 13'N - 93° 56'W

LEXINGTON MUNI (4K3)

VOR/DME or GPS RWY 22

NC-3. 21 OCT 2010 to 18 NOV 2010

MACON—FOWER MEM (K89) 1 SE UTC-6(-5DT) N39°43.72' W92°27.87'

KANSAS CITY

874 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 02-20: H3300X60 (ASPH) S-12.5 MIRL

IAP

RWY 02: P-line. Rgt tfc.

RWY 20: Trees.

AIRPORT REMARKS: Attended 1400-2300Z. For svc after hrs call 660-676-2339 or 660-676-4664. Crop dusting acft on and invof arpt. Apr-Oct. Ultralight activity on and invof arpt. Deer on rwy at early and late hrs. ACTIVATE MIRL Rwy 02-20—CTAF.

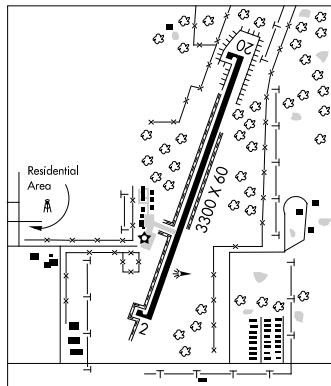
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.9T (COLUMBIA RADIO)

KANSAS CITY CENTER APP/DEP CON 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(L) VOR/DME 112.9 MCM Chan 76 N39°39.24' W92°28.93'
009° 4.6 NM to fld. 870/6E.



MALDEN RGNL (MAW) 3 N UTC-6(-5DT) N36°35.89' W89°59.55'

ST LOUIS

294 B S2 FUEL 100LL, JET A+ NOTAM FILE STL

H-6J, L-16H

RWY 18-36: H5011X75 (ASPH) S-33, D-48 MIRL

IAP

RWY 18: Rgt tfc.

RWY 14-32: H4999X80 (ASPH) S-33, D-48 MIRL

RWY 14: REIL. Rgt tfc.

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 41'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. 100LL 24hr card reader. Jet A full svc fuel truck. After hrs call for Jet A FBO cell phone 573-776-4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be operating within 300' of Rwy 18 and Rwy 32 ends and sides. ACTIVATE MIRL Rwy 14-32 and Rwy 18-36, REIL Rwy 14 and Rwy 32 and PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.825 (573) 276-9970.

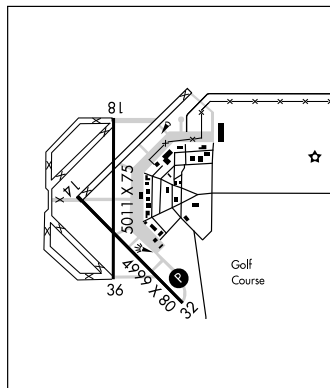
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 111.2T (ST LOUIS RADIO)

MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(L) VORTAC 111.2 MAW Chan 49 N36°33.31' W89°54.69'
300° 4.7 NM to fld. 280/3E.



APP CRS **020°**
Rwy Idg **3300**
TDZE **874**
Apt Elev **874**

GPS RWY 2
MACON-FOWER MEMORIAL (K89)

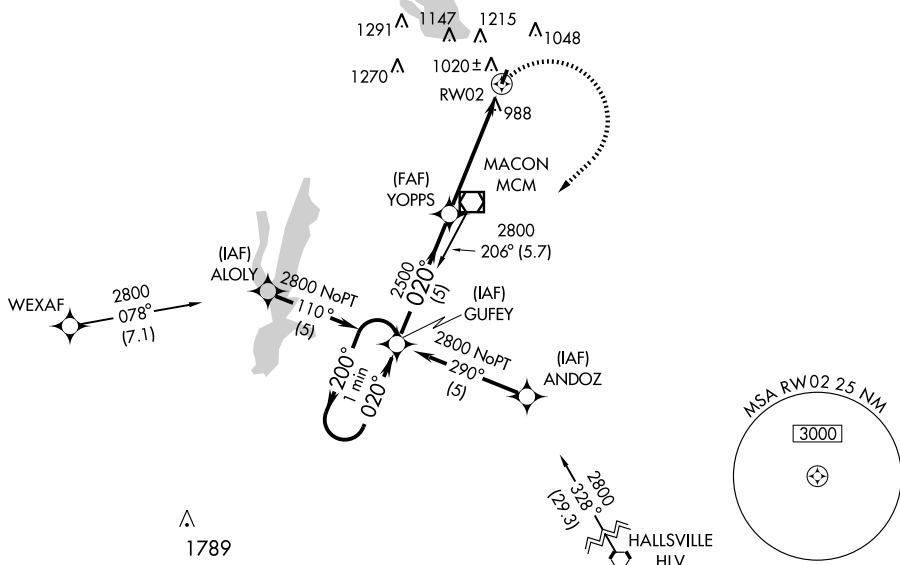
Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.
▲ NA

MISSED APPROACH: Climbing right turn to 2800 direct GUFY WP and hold.

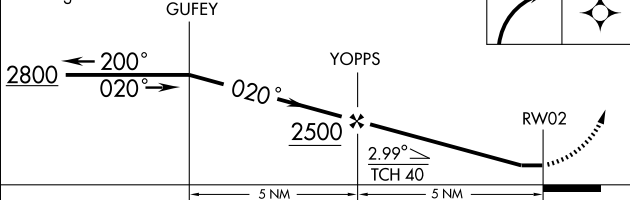
KANSAS CITY CENTER
125.25 381.5

MOBERLY CTAF
122.7

UNICOM
122.8 (CTAF) 1

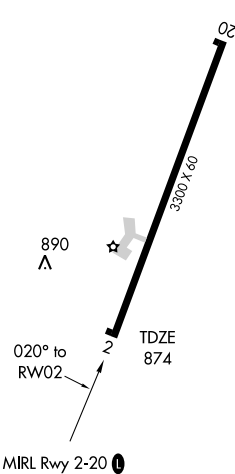


One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)	1320-1 446 (500-1)	1320-1 446 (500-1)	NA
CIRCLING	1420-1 546 (600-1)	1620-1 746 (800-1)	1620-2 746 (800-2)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)	1420-1 546 (600-1)	1420-1 546 (600-1)	NA
CIRCLING	1520-1 646 (700-1)	1700-1 826 (900-1)	1700-2 826 (900-2)	NA

ELEV 874



VOR/DME MCM 112.9 Chan 76	APP CRS 008°	Rwy Idg 3300 TDZE 874 Apt Elev 874
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VOR RWY 2

MACON-POWER MEMORIAL (K89)

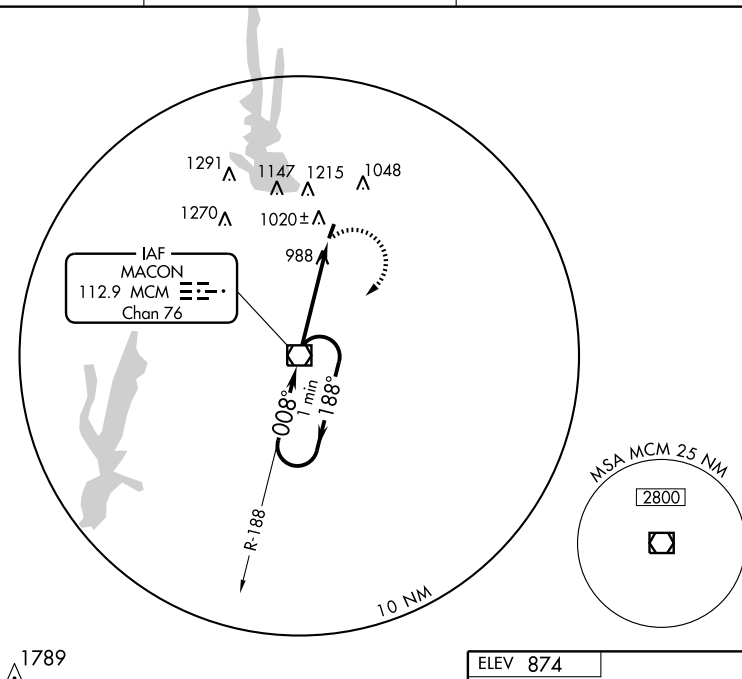
NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

KANSAS CITY CENTER
125.25 381.5

MOBERLY CTAF
122.7

UNICOM
122.8 (CTAF) 0



ELEV **874**

One Minute
Holding Pattern

VOR/DME

2700

MCM
112.9

2400

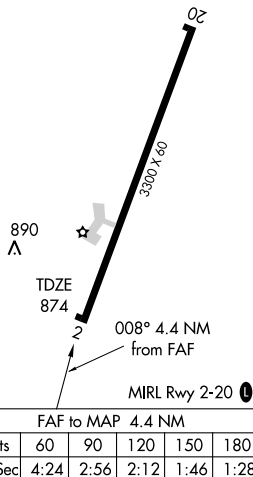
188°
008°

008°

MCM
4.4

4.4 NM

CATEGORY	A	B	C	D
S-2	1320-1	446 (500-1)	1320-1½ 446 (500-1½)	NA
CIRCLING	1420-1 546 (600-1)	1620-1½ 746 (800-1½)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1	546 (600-1)	1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1½ 826 (900-1½)	1700-2½ 826 (900-2½)	NA



MACON-POWER MEMORIAL (K89)

VOR RWY 2

MACON—FOWER MEM (K89) 1 SE UTC-6(-5DT) N39°43.72' W92°27.87'

KANSAS CITY

874 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 02-20: H3300X60 (ASPH) S-12.5 MIRL

IAP

RWY 02: P-line. Rgt tfc.

RWY 20: Trees.

AIRPORT REMARKS: Attended 1400-2300Z. For svc after hrs call 660-676-2339 or 660-676-4664. Crop dusting acft on and invof arpt. Apr-Oct. Ultralight activity on and invof arpt. Deer on rwy at early and late hrs. ACTIVATE MIRL Rwy 02-20—CTAF.

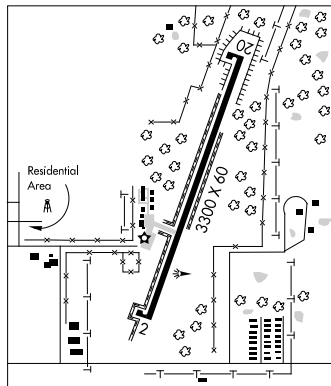
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.9T (COLUMBIA RADIO)

KANSAS CITY CENTER APP/DEP CON 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(L) VOR/DME 112.9 MCM Chan 76 N39°39.24' W92°28.93'
009° 4.6 NM to fld. 870/6E.



MALDEN RGNL (MAW) 3 N UTC-6(-5DT) N36°35.89' W89°59.55'

ST LOUIS

294 B S2 FUEL 100LL, JET A+ NOTAM FILE STL

H-6J, L-16H

RWY 18-36: H5011X75 (ASPH) S-33, D-48 MIRL

IAP

RWY 18: Rgt tfc.

RWY 14-32: H4999X80 (ASPH) S-33, D-48 MIRL

RWY 14: REIL. Rgt tfc.

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 41'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. 100LL 24hr card reader. Jet A full svc fuel truck. After hrs call for Jet A FBO cell phone 573-776-4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be operating within 300' of Rwy 18 and Rwy 32 ends and sides. ACTIVATE MIRL Rwy 14-32 and Rwy 18-36, REIL Rwy 14 and Rwy 32 and PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.825 (573) 276-9970.

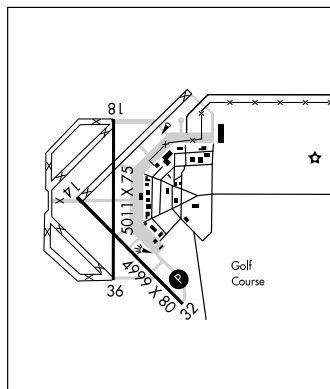
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 111.2T (ST LOUIS RADIO)

MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(L) VORTAC 111.2 MAW Chan 49 N36°33.31' W89°54.69'
300° 4.7 NM to fld. 280/3E.



WAAS CH 61315 W14A	APP CRS 137°	Rwy Idg TDZE Apt Elev	4999 292 294
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RNAV (GPS) RWY 14

MALDEN RGNL (MAW)

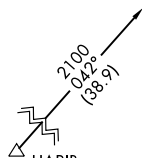
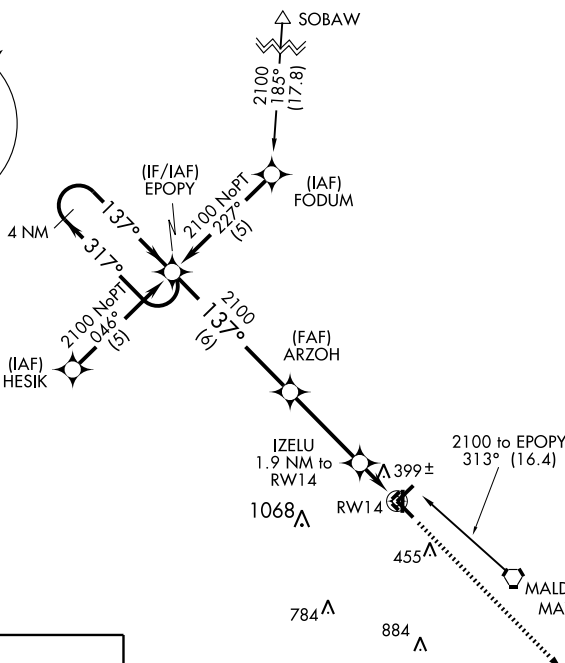
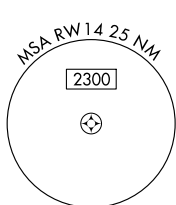
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH:
Climb to 2100 direct
JARKO and hold.

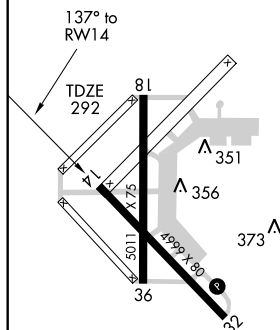
AWOS-3
119.825

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



ELEV 294



REIL Rwy 14 and 32 0
MIRL Rwy 14-32 and 18-36 0

CATEGORY	A	B	C	D
LPV DA	542-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

WAAS CH 78315 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5011 294 294
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RNAV (GPS) RWY 18

MALDEN RGNL (MIA W)

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

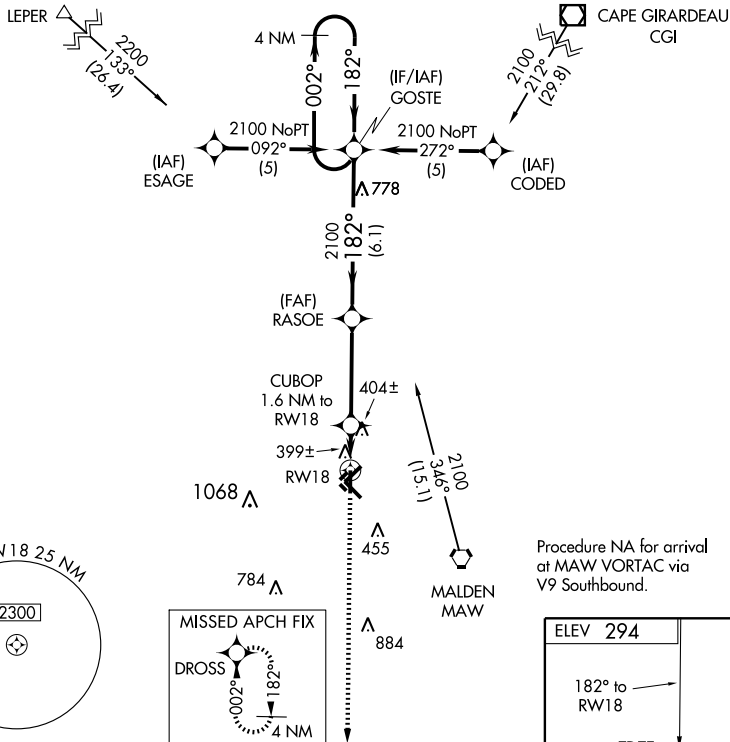
▲ NA

MISSED APPROACH:
Climb to 2100 direct
DROSS and hold.

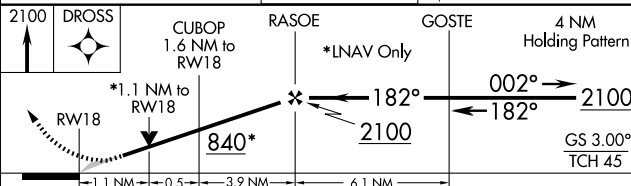
AWOS-3
119.825

MEMPHIS CENTER
133.65 292.15

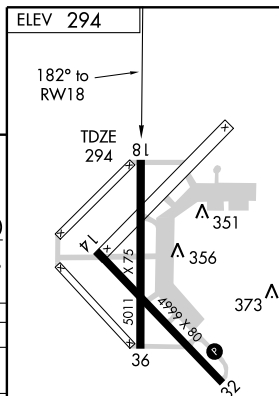
UNICOM
122.8 (CTAF) ①



Procedure NA for arrival
at MAW VORTAC via
V9 Southbound.



CATEGORY	A	B	C	D
LPV DA	544-1	250 (300-1)		NA
LNAV/VNAV DA	669-1 ¼	375 (400-1 ¼)		NA
LNAV MDA	680-1	386 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1 ½ 526 (600-1 ½)	NA



REIL Rwy 14 and 32 ①
MIRL Rwy 14-32 and 18-36 ①

WAAS CH 93815 W36A	APP CRS 002°	Rwy Idg 5011 TDZE 293 Apt Elev 294
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RNAV (GPS) RWY 36

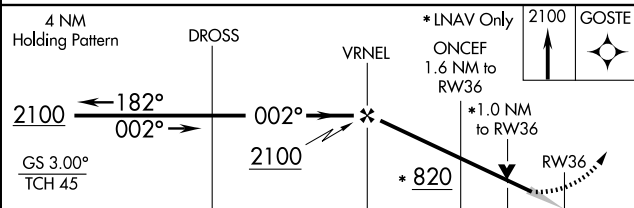
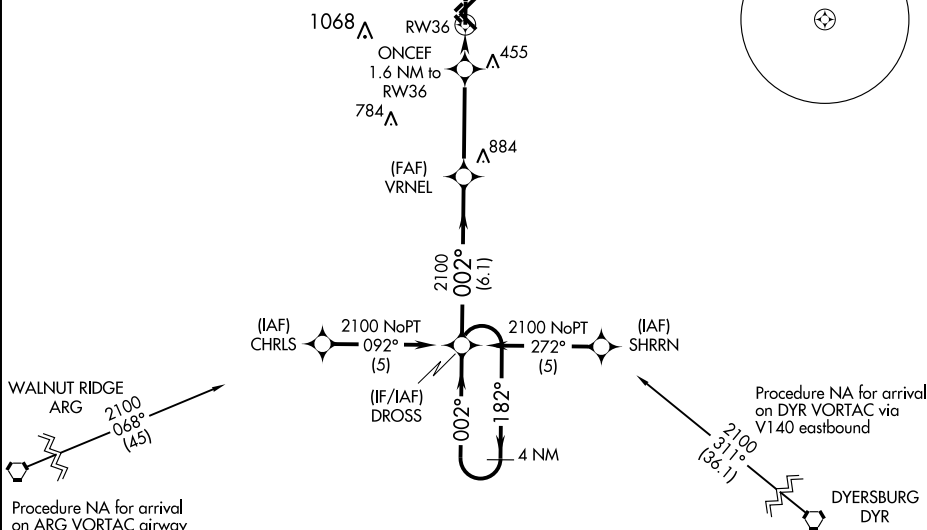
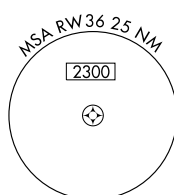
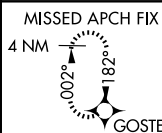
MALDEN RGNL (MA W)

<p>▼ ▲ NA</p>	<p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility $\frac{1}{2}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2100 direct GOSTE and hold.</p>
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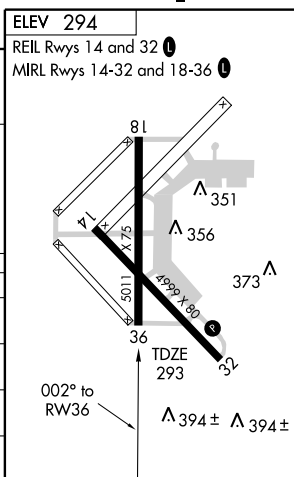
AWOS-3
119.825

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) **L**



		6.1 NM	3.9 NM	0.6	1.0	
CATEGORY	A	B	C	D		
LPV DA	543-1 250 (300-1)				NA	
LNAV/ VNAV DA	698-1½ 405 (500-1½)				NA	
LNAV MDA	660-1 367 (400-1)				NA	
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA		



Malden, Missouri

Amdt 1A 14JAN10

36°36'N-90°00'W

MALDEN RGNL (MAW)

RNAV (GPS) RWY 36

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

VORTAC MAW 111.2 Chan 49	APP CRS 120°	Rwy Idg TDZE 292 Apt Elev 294	4999 292 294
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VOR/DME RWY 14

MALDEN RGNL (MA W)

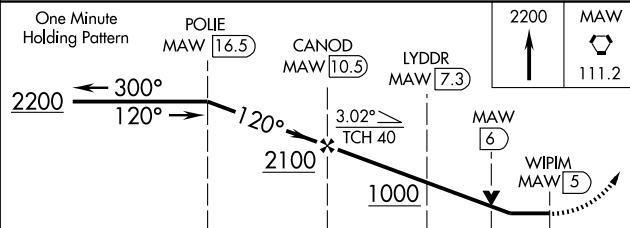
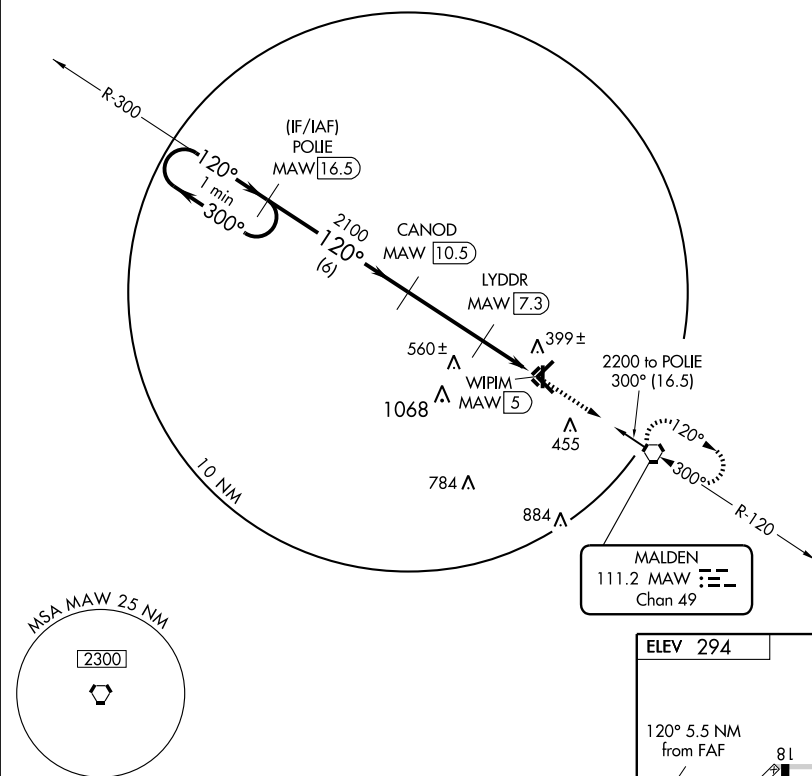
NA When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

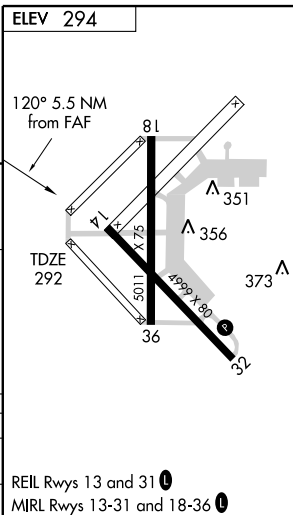
AWOS-3
119.825

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-14	660-1	368 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA



VORTAC MAW 111.2 Chan 49	APP CRS 298°	Rwy Idg TDZE 292 Apt Elev 294	4999 292 294
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VOR RWY 32
MALDEN RGNL (MAW)

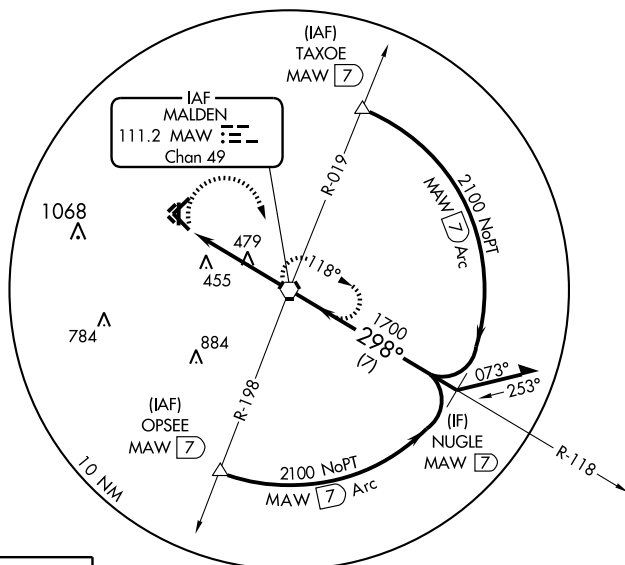
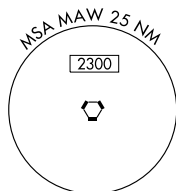
▼ Visibility reduction by helicopters NA.
 ▲ NA When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

AWOS-3
119.825

MEMPHIS CENTER
133.65 292.15

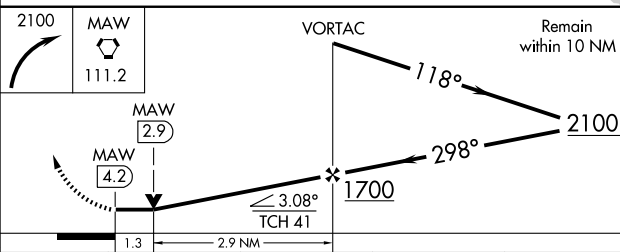
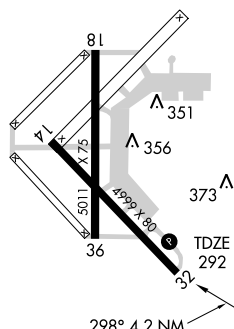
UNICOM
122.8 (CTAF) 0



ELEV 294

REIL Rwy 14 and 32

MIRL Rwy 14-32 and 18-36



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-31	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

MALDEN, MISSOURI

Amdt 9 22OCT09

36°36'N-90°00'W

MALDEN RGNL (MAW)
VOR RWY 32

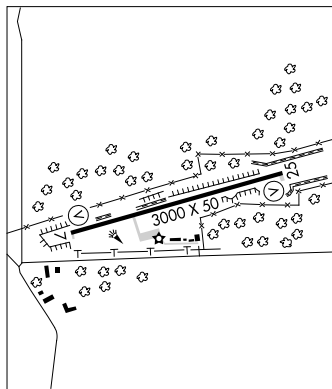
MANSFIELD MUNI (Ø3B) 2 NW UTC-6(-5DT) N37°07.61' W92°37.30'**KANSAS CITY**
L-166

1500 B NOTAM FILE COU

RWY 07-25: H3000X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 07: VASI(V2L)—GA 3.0° TCH 31'. Trees.

RWY 25: VASI(V2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Unattended. Deer and other wildlife on and in/ov arpt. Rwy 07 VASI OTS indef. Rwy 25 VASI OTS indef. NSTD MIRL, incorrect spacing of thld lgts at each rwy end. Rwy 07-25 NSTD MIRL OTS indef.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE COU.**DOGWOOD (L) VORTAC** 109.4 DGD Chan 31 N37°01.41'
W92°52.62' 057° 13.7 NM to fld. 1600/6E.**MAPLES** N37°35.45' W91°47.32'. NOTAM FILE COU.**KANSAS CITY**
HIWAS-166(L) **VORTAC** 113.4 MAP Chan 81 292° 19.1 to Waynesville—ST. Robert Rgnl Forney Fld. 1370/6E.

RCO 122.1R 113.4T (COLUMBIA RADIO)

MARBLE HILL**TWIN CITY AIRPARK** (ØT3) 1 W UTC-6(-5DT) N37°18.79' W89°59.68'**ST LOUIS**

421 NOTAM FILE STL

RWY 12-30: 2600X70 (TURF) LIRL (NSTD)

RWY 12: Trees. RWY 30: Trees.

AIRPORT REMARKS: Unattended. Wildlife on and in/ov arpt. Crops are located very close to rwy edges. NSTD rwy safety areas byd each rwy end, insufficient length, incorrect terrain grades, fence, ditch, brush, small trees. Rwy 12-30 marked with large yellow cones between lgts. Rwy 12-30 NSTD rwy lgts, incorrect spacing and insufficient number of edge and thld lgts. ACTIVATE LIRL Rwy 12-30—122.8.**COMMUNICATIONS:** CTAF 122.9**MARSHALL MEM MUNI** (MHL) 2 S UTC-6(-5DT) N39°05.73' W93°12.17'**KANSAS CITY**
H-5D, L-27A
IAP

779 B FUEL 100LL, JET A1+ NOTAM FILE COU

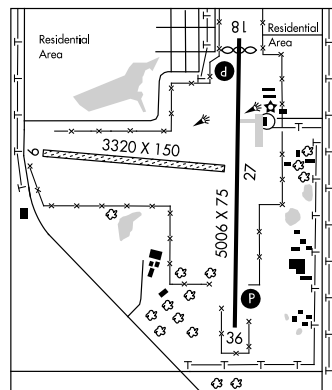
RWY 18-36: H5006X75 (ASPH-AFSC) S-12.5, D-15.6 MIRL (NSTD)

RWY 18: PAPI(P4R)—GA 3.0° TCH 39'. Thld dsplcd 199'. Trees.

RWY 36: PAPI(P4R)—GA 3.0° TCH 36'.

RWY 09-27: 3320X150 (TURF)

RWY 09: P-line. Rgt tfc.

AIRPORT REMARKS: Attended Apr-Sep 1200-2300Z, Oct-Mar 1300-2300Z. Fuel 100LL and JET A1+ avbl 24 hrs. Sprayer acft on and in/ov arpt. Rwy 18-36 NSTD MIRL—incorrect color of dsplcd thld lights at Rwy 18 end. Rwy 09-27 marked with large yellow cones. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.675 (660) 886-9130.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z thru Sat 0500Z, Sat-Sun 1400-2300Z, clsd holiday) other times ctc.Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z thru Sat 0500Z, Sat-Sun 1400-2300Z, clsd holidays) other times ctc.Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575**RADIO AIDS TO NAVIGATION:** NOTAM FILE COU.**NAPOLEON (L) VORTACW** 114.0 ANX Chan 87 N39°05.73' W94°07.73' 083° 43.3 NM to fld. 878/7E.**NDB (MHW)** 371 PUR N39°02.52' W93°11.75' 351° 3.2 NM to fld.

NDB PUR 371	APP CRS 352°	Rwy Idg TDZE Apt Elev	5006 779 779
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NDB RWY 36

MARSHALL MEMORIAL MUNI (MHL)

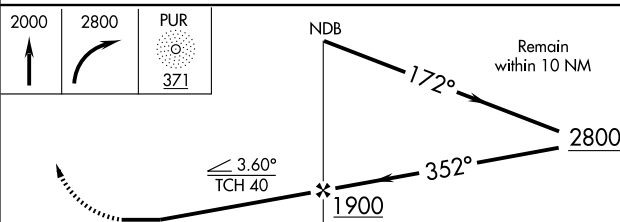
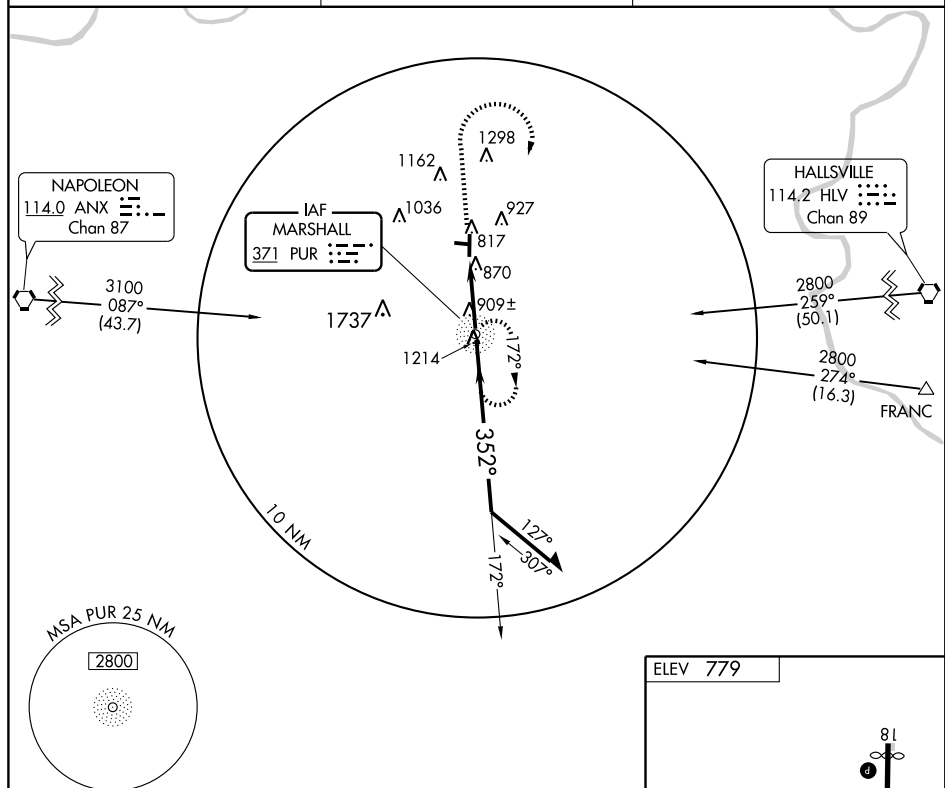
▼ Visibility reduction by helicopters NA.
 ▲ NA When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

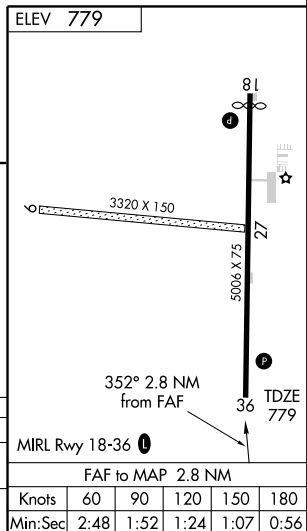
AWOS-3
118.675

WHITEMAN APP CON ★
127.45

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	1220-1 441 (500-1)		1220-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA



APP CRS 178°	Rwy Idg TDZE Apt Elev	4807 779 779
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RNAV (GPS) RWY 18

MARSHALL MEMORIAL MUNI (MHL)

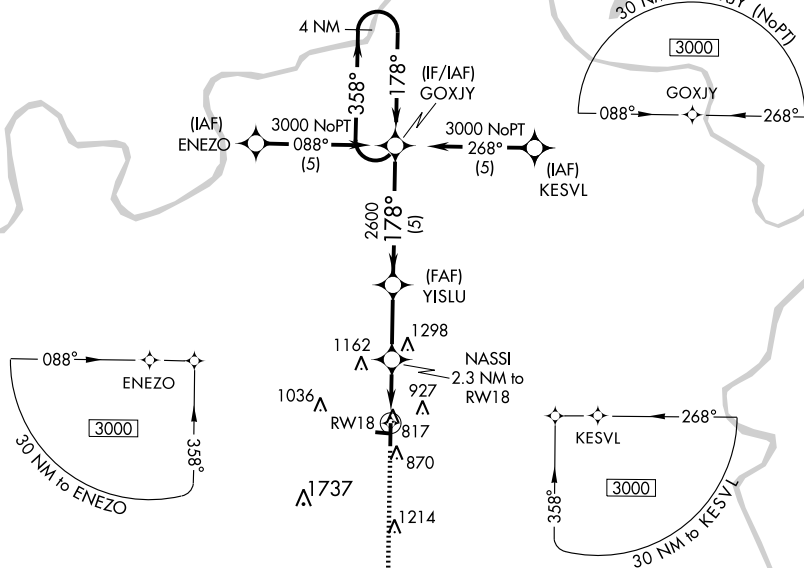
V DME/DME RNP -0.3 NA.
Δ NA Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Sedalia Memorial
 altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

AWOS-3
118.675

WHITEMAN APP CON ★
127.45

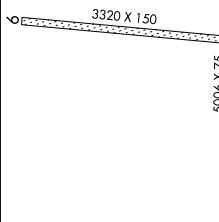
UNICOM
122.8 (CTAF) 0



ELEV 779

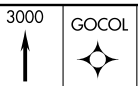
178° to
RW18

TDZE
779

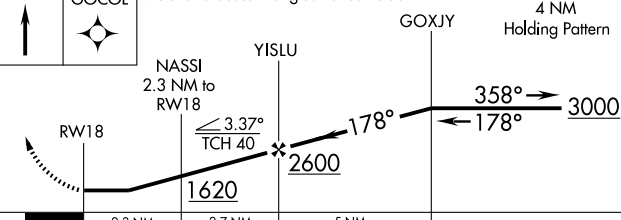


MRL Rwy 18-36 0

MISSED APCH FIX



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAY MDA	1360-1	581 (600-1)	NA	NA
CIRCLING	1360-1	581 (600-1)	NA	NA

WAAS CH 93907 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	5006 779 779
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RNAV (GPS) RWY 36

MARSHALL MEMORIAL MUNI (MHL)



NA

Baro-VNAV NA when using Sedalia Memorial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. VDP NA when using Sedalia Memorial altimeter setting.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOXY and hold.

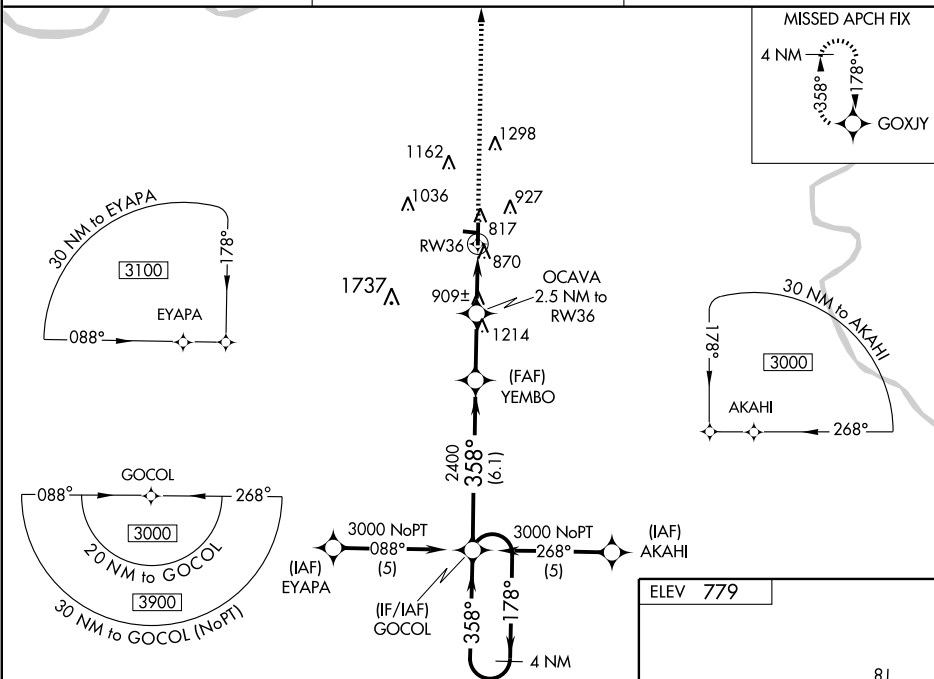
AWOS-3

118.675

WHITEMAN APP CON *

127.45

UNICOM

122.8 (CTAF) ①

ELEV 779

4 NM Holding Pattern

GOCOL

YEMBO

OCAVA 2.5 NM to RW36

*1.1 NM to RW36

*LNAV only

3000

178°

358°

358°

2400

*1600

3000

GOXY

CATEGORY	A	B	C	D
LPV DA	1029-1	250 (300-1)		NA
LNAV/VNAV DA	1181-1½	402 (500-1½)		NA
LNAV MDA	1180-1	401 (500-1)	1180-1¼ 401 (500-1¼)	NA
CIRCLING	1240-1	461 (500-1)	1240-1½ 461 (500-1½)	NA

MIRL Rwy 18-36 ①

MARYVILLE

NORTHWEST MISSOURI RGNL (EVU) 2 W UTC-6(-5DT) N40°21.20' W94°55.00'

OMAHA

1145 B S4 FUEL 100LL NOTAM FILE COU

L-10J

RWY 14-32: H4600X75 (CONC) S-12.5 MIRL

IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34'.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 34'.

AIRPORT REMARKS: Attended 1400-0100Z±. NSTD wind tee, OTS indef.

MIRL Rwy 14-32 preset on low ints, to increase ints and

ACTIVATE REIL and PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (660) 562-9980.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.6

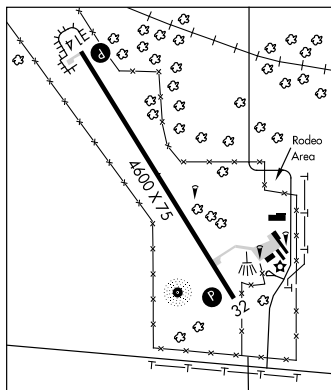
RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64'

W94°55.51' 353° 23.5 NM to fld. 1160/8E.

EMVILLE NDB (MHW) 317 EVU N40°20.90' W94°54.93' at

fld. Unmonitored. Unusable by 15 NM. NOTAM FILE COU.



RANKIN (78Y) 3 SE UTC-6(-5DT) N40°20.90' W94°50.08'

OMAHA

976 S4 FUEL 100LL TPA-1776(800) NOTAM FILE COU

RWY 17-35: 3050X25 (CONC-GRVL-TURF-ASPH CHIPS) LIRL (NSTD)

RWY 17: Thld dsplcd 735'. P-line.

RWY 35: Road.

AIRPORT REMARKS: Attended 1400Z±-dark. Ultralight activity on and invof arpt. Rwy 17-35 width variance 25'-60'.

Rwy 17-35 first 630' of Rwy 17 grvl/turf 60' wide, next 1300' conc/turf, conc 14' wide, 18' turf on each side, last 1120' grvl/turf/asph chips 15-25' wide, 12.5'-17.5' turf on each side. Rwy 17-35 NSTD LIRL, rwy lgts on part of E and W side at various distances, no thld or dsplcd thld lgts. For LIRL Rwy 17-35 call 660-582-3791.

Rwy 17 dsplcd thld marked with 5 tires on each side of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS MEM (Ø3D) 3 SW UTC-6(-5DT) N40°26.83' W92°13.62'

CHICAGO

813 B FUEL 100LL NOTAM FILE COU

L-27B

RWY 12-30: H3300X60 (CONC) S-12.5 LIRL

RWY 12: Pole.

RWY 30: Trees.

AIRPORT REMARKS: Unattended. For fuel call 660-465-2611. Rwy 12-30 isolated areas with longitudinal cracking. Radio controlled model planes on and invof arpt.

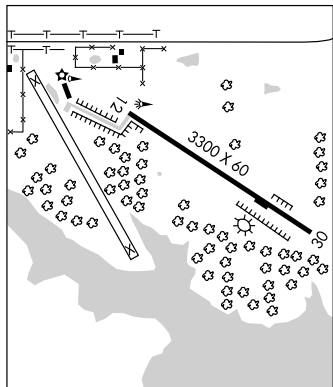
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10'

W92°35.50' 036° 25.1 NM to fld. 985/6E.

HIWAS.



WAAS
CH **72807**
W14AAPP CRS
143°Rwy Idg **4600**
TDZE **1142**
Apt Elev **1145****RNAV (GPS) RWY 14**

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)



Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA east of runway 14-32.

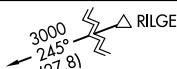
MISSED APPROACH:
Climb to 3000 direct
BARND and hold.

AWOS-3
118.225MINNEAPOLIS CENTER
119.6 290.4UNICOM
122.8 (CTAF) 0

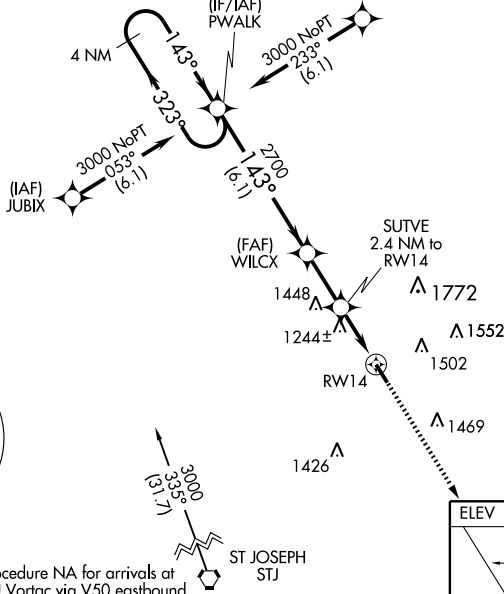
VIKKI



(IAF) SIAMM



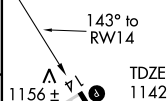
Procedure NA for arrivals at
RILGE via V181 eastbound.



Procedure NA for arrivals at
STJ Vortac via V50 eastbound.



ELEV 1145

4 NM
Holding Pattern

PWALK

WILCX

SUTVE
2.4 NM to
RWY 14

3000

BARND

*LNAV only

3000
GS 3.00°
TCH 50

143°

323°

2700

*1900

RWY 14

6.1 NM

2.3 NM

2.4 NM

CATEGORY

A

B

C

D

LPV DA

1392-1 250 (300-1)

NA

LNAV/VNAV DA

1616-1¾ 474 (500-1¾)

NA

LNAV MDA

1500-1 358 (400-1)

NA

CIRCLING

1500-1
355 (400-1)1600-1
455 (500-1)1600-1½
455 (500-1½)

NA

MIRL Rwy 14-32 0

REIL Rwy 14 and 32 0

MARYVILLE, MISSOURI

Orig-A 01JUL10

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

40°21'N-94°55'W

RNAV (GPS) RWY 14

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS **323°**
Rwy Idg **4600**
TDZE **1145**
Apt Elev **1145**

RNAV (GPS) RWY 32

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

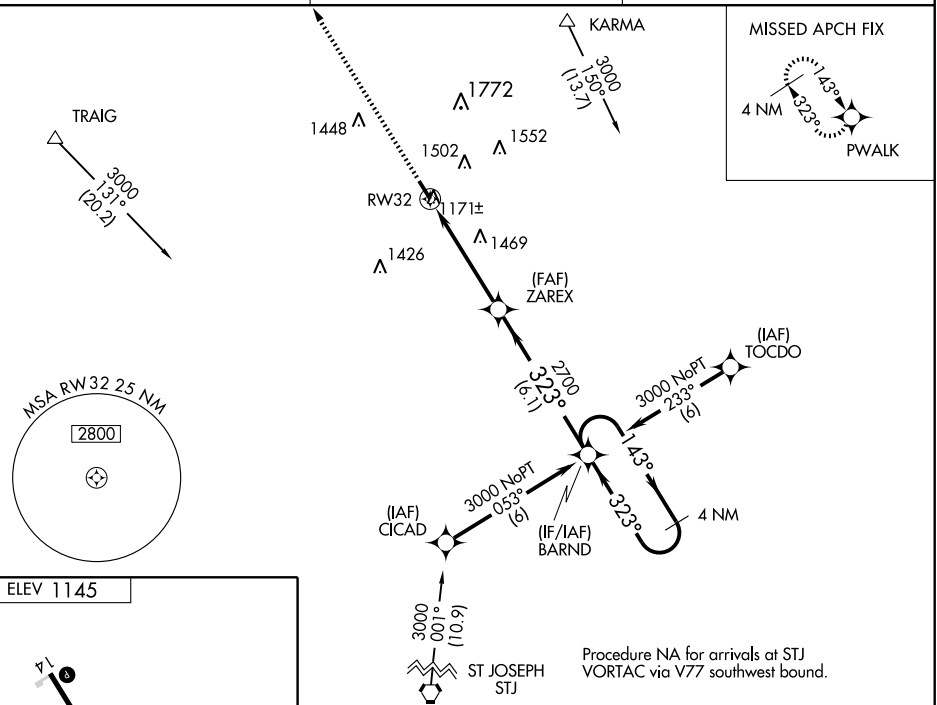
NA Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joseph altimeter setting. Circling NA east of runway 14-32.

MISSED APPROACH: Climb to 3000 direct PWALK and hold.

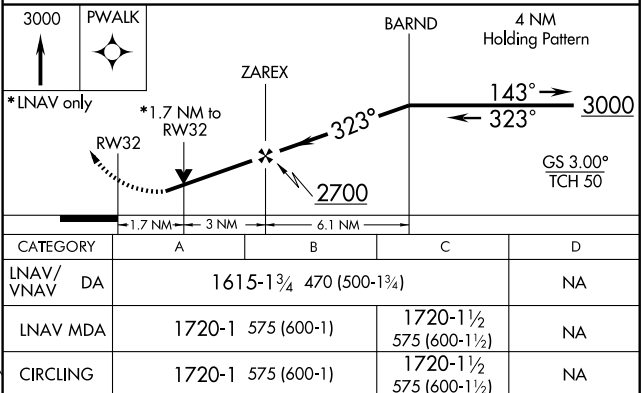
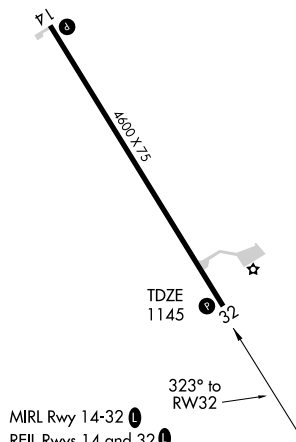
AWOS-3
118.225

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0



ELEV 1145



MEXICO MEM (MYJ) 3 E UTC-6(-5DT) N39°09.45' W91°49.10'

823 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE STL

RWY 06-24: H5501X100 (CONC) S-30, D-37 MRL 0.3% up SW

RWY 06: Pole.

RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 40'. Dsplcd thld 371'.
Antenna.

RWY 18-36: H3199X50 (ASPH-CONC) S-10 LRL

RWY 18: REIL. Pole. RWY 36: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1400-2100Z, Sun 1600-2000Z. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573-473-7758. Cropdusting acft on and in vof arpt. MRL Rwy 06-24 and LRL Rwy 18-36 preset on low ints dusk-0200Z, after 0200Z ACTIVATE LRL Rwy 18-36, MRL Rwy 06-24, PAPI Rwy 24, MALS Rwy 24, and REIL Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.575 (573) 581-7868.

COMMUNICATIONS: CTAF 122.9

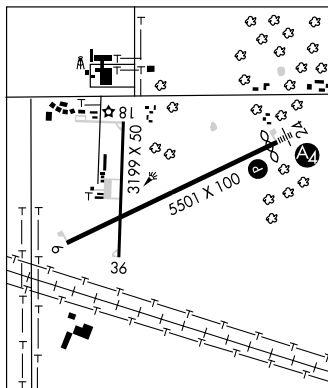
MIZZU APP/DEP CON 124.375

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81'

W92°07.69' 074° 14.7 NM to fld. 920/6E.

LOC/DME 109.5 I-EYR Chan 32 Rwy 24.



KANSAS CITY

H-5D, L-27B

IAP

MID CONTINENT (See HAYTI)

MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

MOBERLY

OMAR N BRADLEY (MBY) 3 N UTC-6(-5DT) N39°27.81' W92°25.58'

867 B FUEL 100LL, JET A NOTAM FILE COU

RWY 13-31: H5001X100 (ASPH) S-30, D-38 MRL

RWY 13: REIL. PAPI (P4L)—GA 3.0° TCH 40'. Thld dsplcd 310'.
Tree.

RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 37'.

RWY 05-23: H3349X60 (ASPH) S-4 MRL

RWY 05: Thld dsplcd 239'. Pole. RWY 23: Road.

AIRPORT REMARKS: Attended 1400-2300Z. Sprayer and ultralight acft on and in vof arpt. Rwy 05-23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MRL Rwy 05-23 and 13-31 preset on low ints, to increase ints and ACTIVATE REIL Rwy 13 and 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (660) 269-8028.

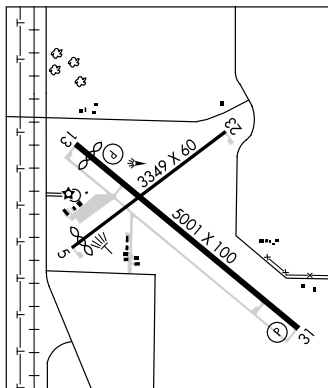
COMMUNICATIONS: CTAF/UNICOM 122.7

MACON RCO 122.1R 112.9T (COLUMBIA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24'

W92°28.93' 161° 11.7 NM to fld. 870/6E.



KANSAS CITY

H-5D, L-27A

IAP

LOC/DME I-EYR 109.5 Chan 32	APP CRS 244°	Rwy Idg TDZE Apt Elev 817 823	5130 817 823
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LOC/DME RWY 24

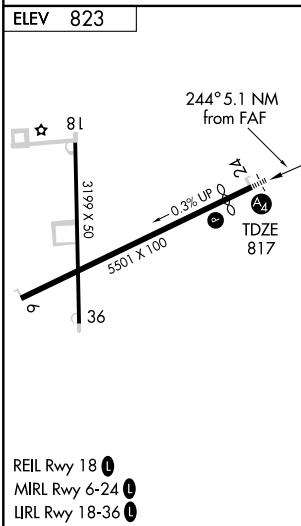
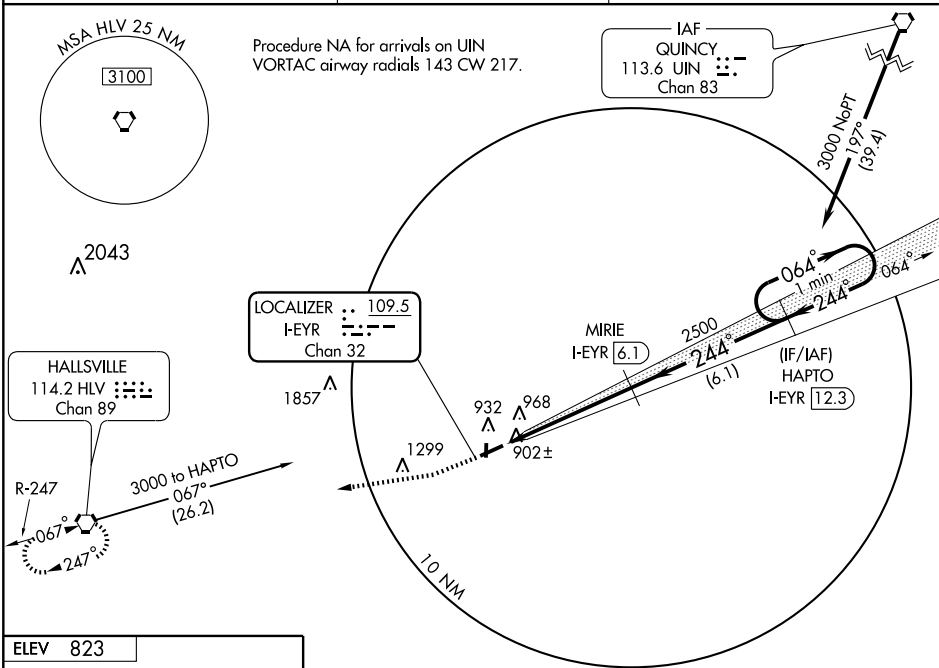
MEXICO MEMORIAL (MYJ)




T If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
A NA VDP NA with Columbia Rgnl altimeter setting. Inoperative table does not apply.

MALS


MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.

AWOS-3 120.575	MIZZU APP CON 124.375	CTAF 122.9 
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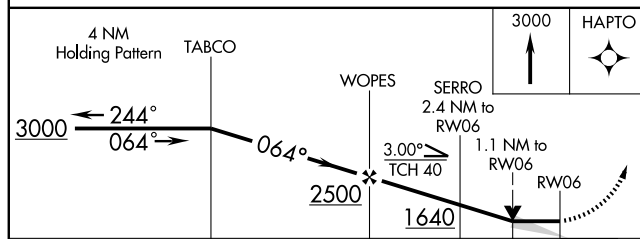
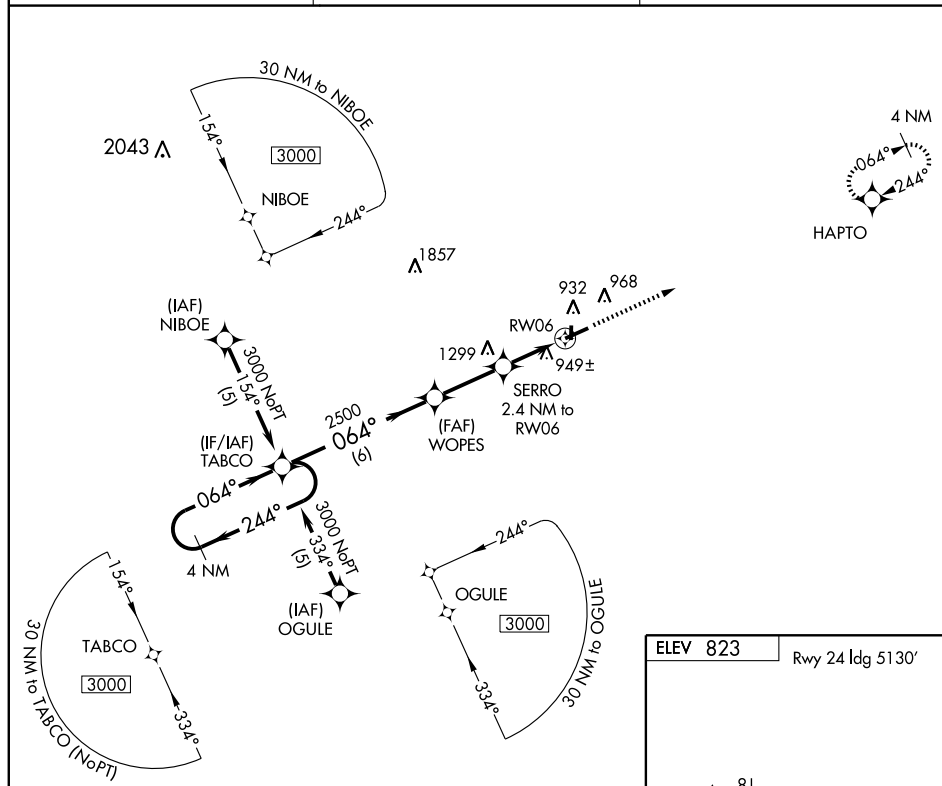
	1300	3000	HLV 114.2	HAPTO I-EYR 12.3	One Minute Holding Pattern
					
			MIRIE I-EYR 6.1		
			I-EYR 2		
			I-EYR 1		
			3.04° TCH 40		
			2500		
			244°		
			064°		
			3000		
			1 NM	4.1 NM	6.1 NM
CATEGORY	A	B	C	D	
S-24	1160-1	343 (400-1)		NA	
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA	

APP CRS 064°	Rwy Idg 5501 TDZE 823 Apt Elev 823
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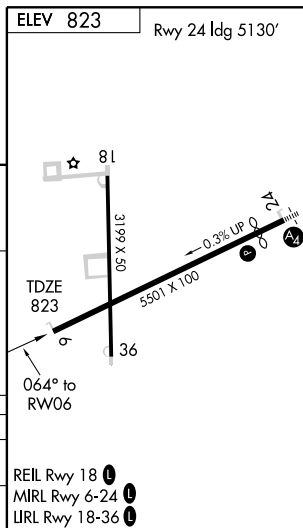
RNAV (GPS) RWY 6

MEXICO MEMORIAL (MYJ)

 	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.		MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.
	AWOS-3 120.575	MIZZU APP CON 124.375	CTAf 122.9 0



		6 NM	2.7 NM	1.3 NM	1.1 NM	
CATEGORY	A	B	C	D		
LNNAV MDA	1200-1 377 (400-1)				NA	
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)		NA	



WAAS Chan 56213 W24A	APP CRS 244°	Rwy Idg TDZE Apt Elev	5130 817 823
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RNAV (GPS) RWY 24

MEXICO MEMORIAL (MYJ)

▼ Inoperative table does not apply. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

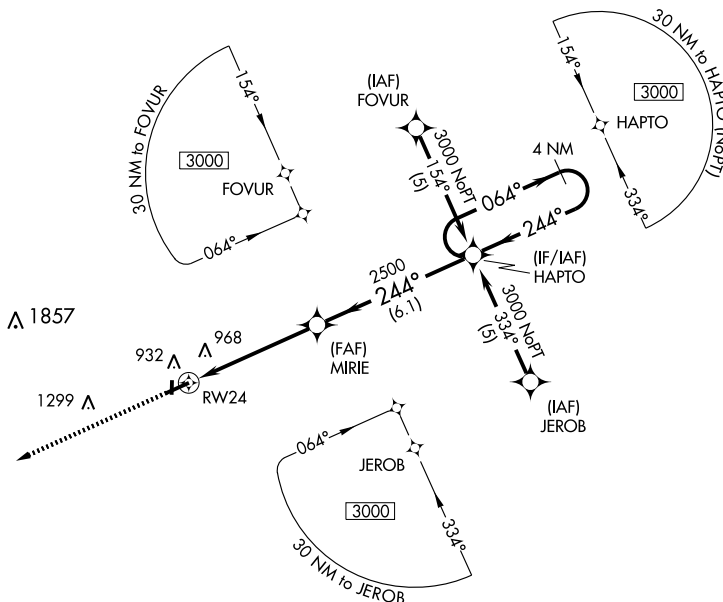


MISSED APPROACH: Climb to 3000 direct TABCO and hold.

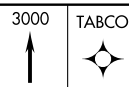
AWOS-3
120.575

MIZZU APP CON
124.375

CTAF
122.9



ELEV 823

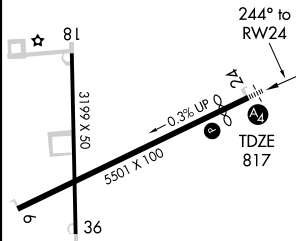
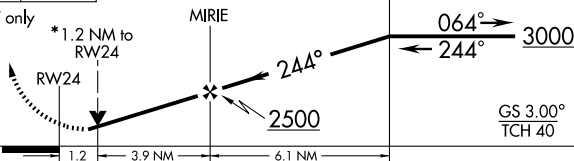


* LNAV only

* 1.2 NM to RWY 24

MIRIE

HAPTO 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1126-1	309 (400-1)		NA
LNAV/VNAV DA	1278-1¾	461 (500-1¾)		NA
LNAV MDA	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1220-1½ 403 (400-1½)	NA

REIL Rwy 18 **1**
MIRL Rwy 6-24 **1**
LIRL Rwy 18-36 **1**

VORTAC HLW 114.2 Chan 89	APP CRS 253°	Rwy Idg TDZE 817 Apt Elev 823	5130
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VOR/DME RWY 24

MEXICO MEMORIAL (MYJ)

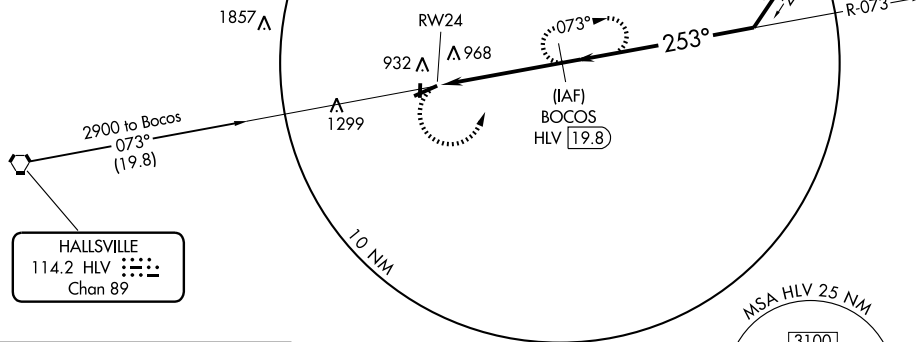
<p>NA If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climbing left turn to 2300 via HLW R-073 to BOCOS 19.8 DME and hold.</p>
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AWOS-3
120.575

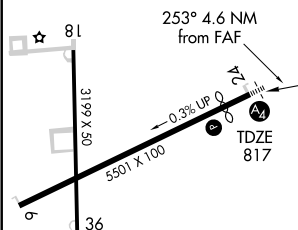
MIZZU APP CON
124.375

CTAF
122.9

2043



ELEV 823



<div><div>2300</div><div><div>HLV</div><div>R-073</div><div>114.2</div></div><div><div>BOCOS</div><div>HLV</div><div>19.8</div></div></div>		<div><div>BOCOS</div><div>HLV</div><div>19.8</div></div> <div><div>Remain</div><div>within 10 NM</div></div>		
<div><div><div>HLV</div><div>16.4</div></div><div><div>RW24</div><div>HLV</div><div>15.2</div></div><div><div>253°</div><div>3.00°</div><div>TCH 40</div></div><div><div>1.2</div><div>3.4 NM</div></div></div>		<div><div>073°</div><div>253°</div><div>2300</div></div>		
CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1½ 403 (400-1½)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

REIL Rwy 18 **1**
MIRL Rwy 6-24 **1**
LIRL Rwy 18-36 **1**

MEXICO MEM (MYJ) 3 E UTC-6(-5DT) N39°09.45' W91°49.10'

823 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE STL

RWY 06-24: H5501X100 (CONC) S-30, D-37 MRL 0.3% up SW

RWY 06: Pole.

RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 40'. Dsplcd thld 371'.
Antenna.

RWY 18-36: H3199X50 (ASPH-CONC) S-10 LRL

RWY 18: REIL. Pole. RWY 36: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1400-2100Z, Sun 1600-2000Z. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573-473-7758. Cropdusting acft on and in vof arpt. MRL Rwy 06-24 and LRL Rwy 18-36 preset on low ints dusk-0200Z, after 0200Z ACTIVATE LRL Rwy 18-36, MRL Rwy 06-24, PAPI Rwy 24, MALS Rwy 24, and REIL Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.575 (573) 581-7868.

COMMUNICATIONS: CTAF 122.9

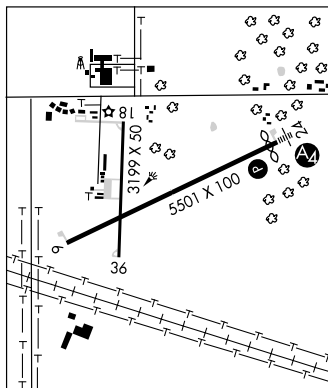
MIZZU APP/DEP CON 124.375

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81'

W92°07.69' 074° 14.7 NM to fld. 920/6E.

LOC/DME 109.5 I-EYR Chan 32 Rwy 24.



KANSAS CITY

H-5D, L-27B

IAP

MID CONTINENT (See HAYTI)

MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

MOBERLY

OMAR N BRADLEY (MBY) 3 N UTC-6(-5DT) N39°27.81' W92°25.58'

867 B FUEL 100LL, JET A NOTAM FILE COU

RWY 13-31: H5001X100 (ASPH) S-30, D-38 MRL

RWY 13: REIL. PAPI (P4L)—GA 3.0° TCH 40'. Thld dsplcd 310'.
Tree.

RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 37'.

RWY 05-23: H3349X60 (ASPH) S-4 MRL

RWY 05: Thld dsplcd 239'. Pole. RWY 23: Road.

AIRPORT REMARKS: Attended 1400-2300Z. Sprayer and ultralight acft on and in vof arpt. Rwy 05-23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MRL Rwy 05-23 and 13-31 preset on low ints, to increase ints and ACTIVATE REIL Rwy 13 and 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (660) 269-8028.

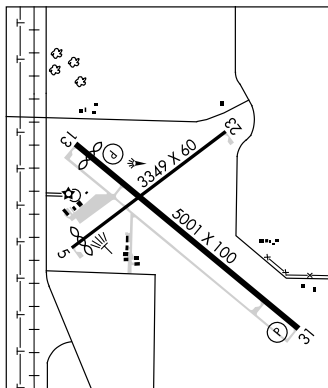
COMMUNICATIONS: CTAF/UNICOM 122.7

MACON RCO 122.1R 112.9T (COLUMBIA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24'

W92°28.93' 161° 11.7 NM to fld. 870/6E.



KANSAS CITY

H-5D, L-27A

IAP

VOR/DME MCM 112.9 Chan 76	APP CRS 162°	Rwy Idg TDZE Apt Elev	N/A N/A 867
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VOR/DME or GPS-A

MOBERLY/ OMAR N. BRADLEY (MBY)

NA When local altimeter setting not received, use Columbia altimeter setting.	MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.
--	--

AWOS-3
120.025

COLUMBIA RADIO
122.1R

UNICOM
122.7 (CTAF) **0**

NoPT for Arrivals on MCM
VOR/DME Airway Radials
252 CW 072.

1789
△

(MAFMA)

1224 △

△ 1219

△ 1158

△ 1375

△ 1130

2400
MCM
□

Remain
within 10 NM

VOR/DME

2400

162°

2400

TARKI
MCM **6**

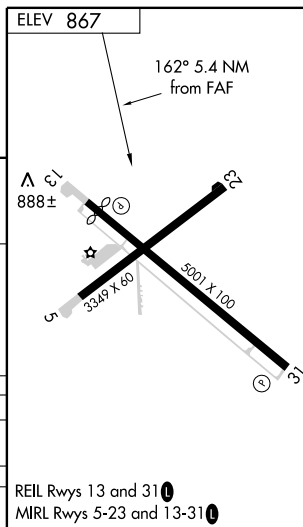
(MAFMA)

MCM **11.4**

6 NM

5.4 NM

CATEGORY	A	B	C	D
CIRCLING	1420-1	553 (600-1)	1480-1¾ 613 (700-1¾)	1520-2 653 (700-2)
COLUMBIA ALTIMETER SETTING				
CIRCLING	1560-1	693 (700-1)	1580-2 713 (800-2)	1680-2¾ 813 (900-2¾)



VOR/DME MCM 112.9 Chan 76	APP CRS 123°	Rwy Idg 4690 TDZE 866 Apt Elev 867
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VOR/DME RNAV or GPS RWY 13
MOBERLY/OMAR N. BRADLEY (MBY)

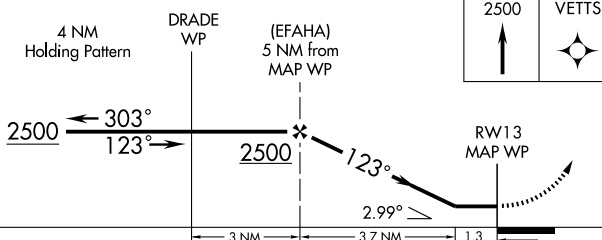
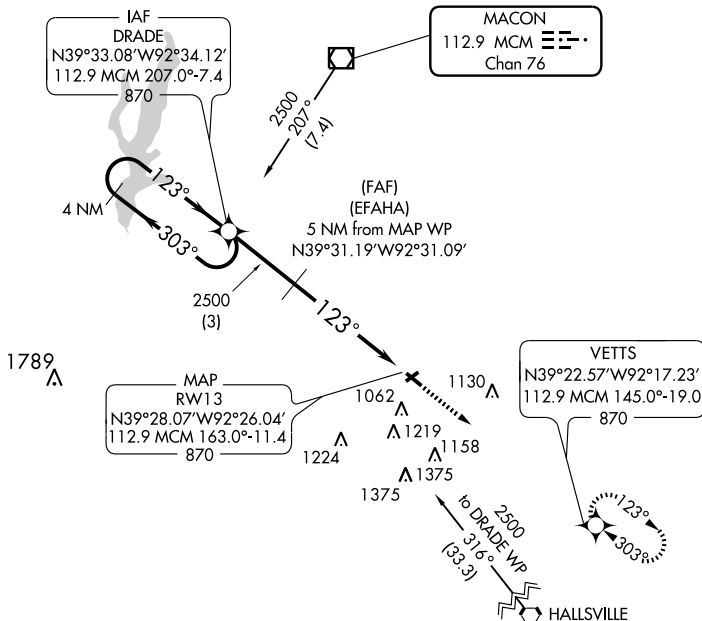
MOBERLY/OMAR N. BRADLEY (MBY)

A NA Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.

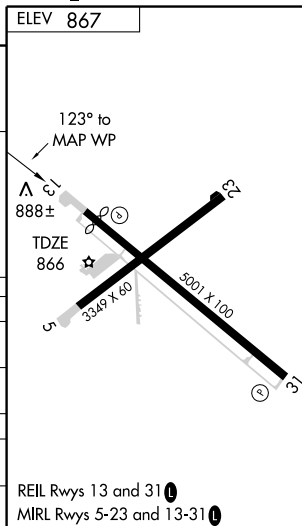
MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.

AWOS-3
120.025

COLUMBIA RADIO
122.1R

UNICOM
122.7 (CTAF) 

CATEGORY	A	B	C	D
S-13	1320-1 454 (500-1)		1320-1¼ 454 (500-1¼)	1320-1½ 454 (500-1½)
CIRCLING	1380-1 514 (600-1)		1380-1½ 514 (600-½)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-13	1500-1 634 (700-1)		1500-1¾ 634 (700-¾)	1500-2 634 (700-2)
CIRCLING	1540-1 674 (700-1)		1540-2 674 (700-2)	1680-2¾ 814 (900-2¾)



VOR/DME MCM 112.9 Chan 76	APP CRS 303°	Rwy Idg 5001 TDZE 866 Apt Elev 867
---	------------------------	---

VOR/DME RNAV or GPS RWY 31

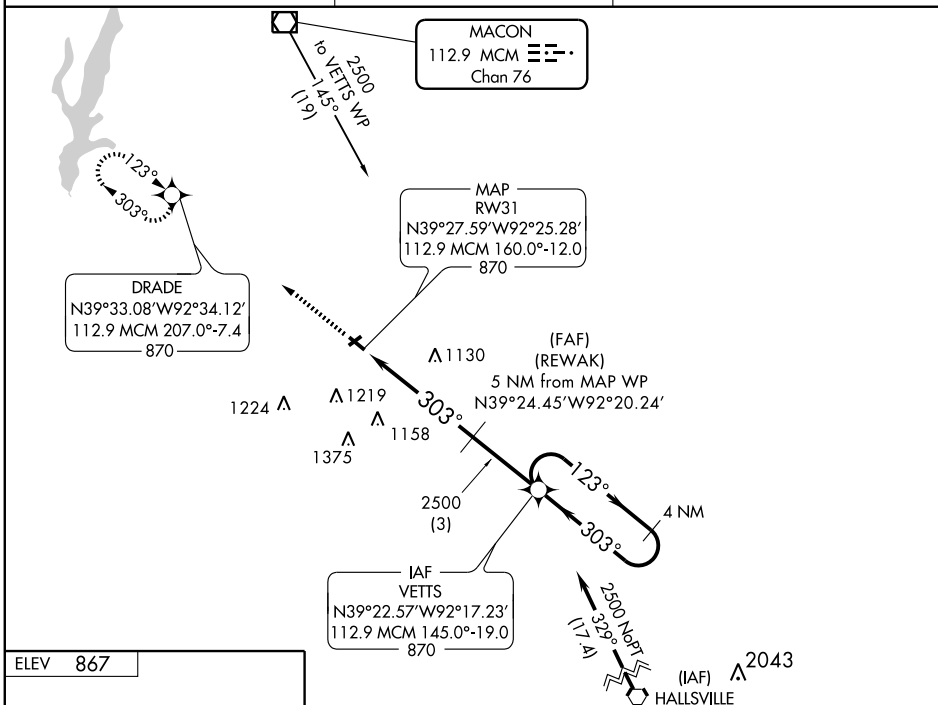
MOBERLY/OMAR N. BRADLEY (MBY)

A NA	Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.
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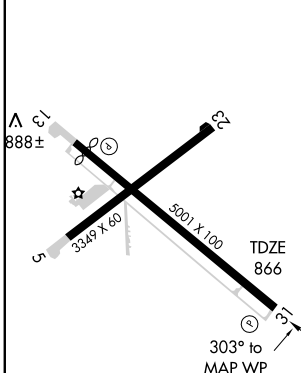
MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

AWOS-3
120.025

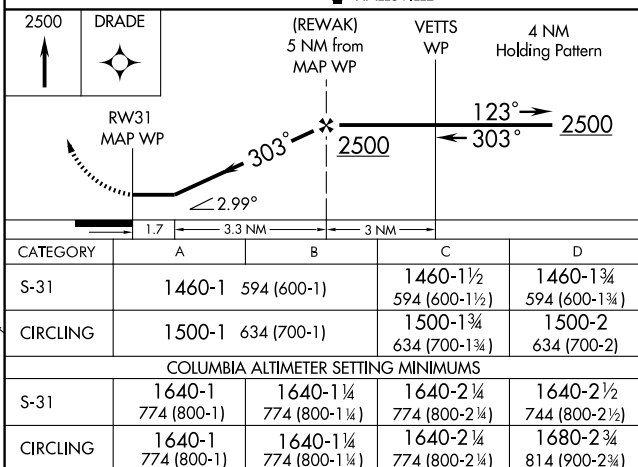
COLUMBIA RADIO
122.1R

UNICOM
122.7 (CTAF) **L**

ELEV 867



REIL Rwy 13 and 31 **L**
MIRL Rwy 5-23 and 13-31 **L**



MOBERLY, MISSOURI

Amdt 1 10266

39°28'N-92°26'W

MOBERLY/OMAR N. BRADLEY (MBY)

VOR/DME RNAV or GPS RWY 31

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

MONETT MUNI (HFJ) 5 W UTC-6(-5DT) N36°54.37' W94°00.77'

KANSAS CITY

1314 B FUEL 100LL, JET A NOTAM FILE COU

H-61, L-16F

Rwy 18-36: H5000X75 (CONC) S-30 MRL 0.3% up N

IAP

Rwy 18: REIL. PAPI(P4L)—GA 3.0°. TCH 40'. Ground.

Rwy 36: MALS. REIL. PAPI(P4L)—GA 3.0°. TCH 39'. Trees.

AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs.

Wildlife and ultralights on and invof arpt. Rwy 18-36—60' x 475'

asph safety area N of Rwy 18 thld. Asph twy sections not full

strength. Rwy 36 REIL. OTS indef. ACTIVATE MRL Rwy 18-36,

REIL Rwy 18 and Rwy 36, MALS Rwy 36—CTAF. PAPI Rwy 18 and

Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.275 (417) 476-2613.

COMMUNICATIONS: CTAF/UNICOM 123.075

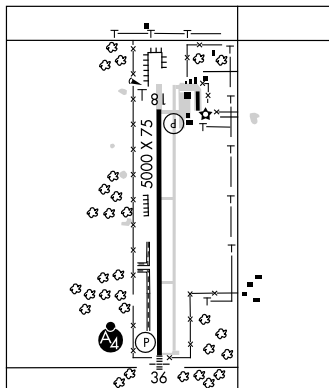
® SPRINGFIELD APP/DEP CON 124.95 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 072° 20.7 NM to fld. 1200/7E.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.



MONROE CITY

CAPT. BEN SMITH AIRFIELD—MONROE CITY (K52) 1 S UTC-6(-5DT) N39°38.07' W91°43.62' KANSAS CITY

737 B S2 FUEL 100LL TPA—See Remarks NOTAM FILE STL

L-27B

Rwy 09-27: H3516X50 (ASPH-RFSC) S-16 MRL (NSTD)

IAP

Rwy 09: PAPI(P2L)—GA 3.0° TCH 35'. Road.

Rwy 27: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat

1400-1800Z. Ultralight acft on and invof arpt. TPA for lgt acft

1537(800), turbo prop and jets 2237(1500). NSTD MRL, split

lenses of amber and white missing last 1,758' of Rwy 27. Rwy 09

VASI OTS indef. Rwy 27 VASI OTS indef. MRL Rwy 09-27 preset

low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy

27—CTAF.

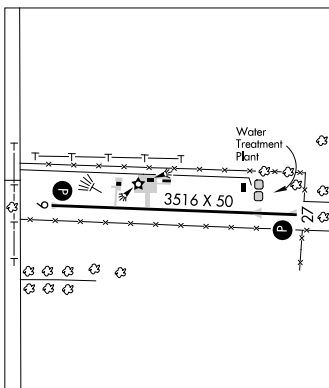
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88'

W91°16.74' 233° 24.4 NM to fld. 710/5E. HIWAS.



MONTGOMERY CITY

MONTGOMERY—WEHRMAN (4MO) 4 NE UTC-6(-5DT) N39°00.75' W91°25.16'

KANSAS CITY

778 S6 FUEL 100LL NOTAM FILE STL

Rwy 03-21: 2360X75 (TURF-GRVL) LIRL (NSTD)

Rwy 03: Trees.

Rwy 21: Trees.

AIRPORT REMARKS: Attended Mon-Sat continuously, Sun 1900-0600Z. For LIRL Rwy 03-21 call arpt manager. Night

operations not recommended. Rwy 03-21 gravel portion 1360'X10'. Rwy 03-21 uneven sfc. NSTD rwy safety

area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy

03-21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area

and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03-21

NSTD LIRL, mounted on fence at various distances, no thld lgts.

COMMUNICATIONS: CTAF 122.9.

MONTGOMERY—WEHRMAN (See MONTGOMERY CITY)

WAAS CH 53403 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5000 1314 1314
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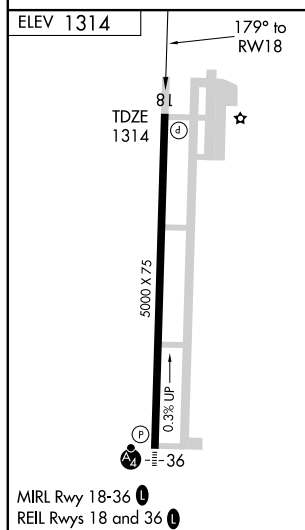
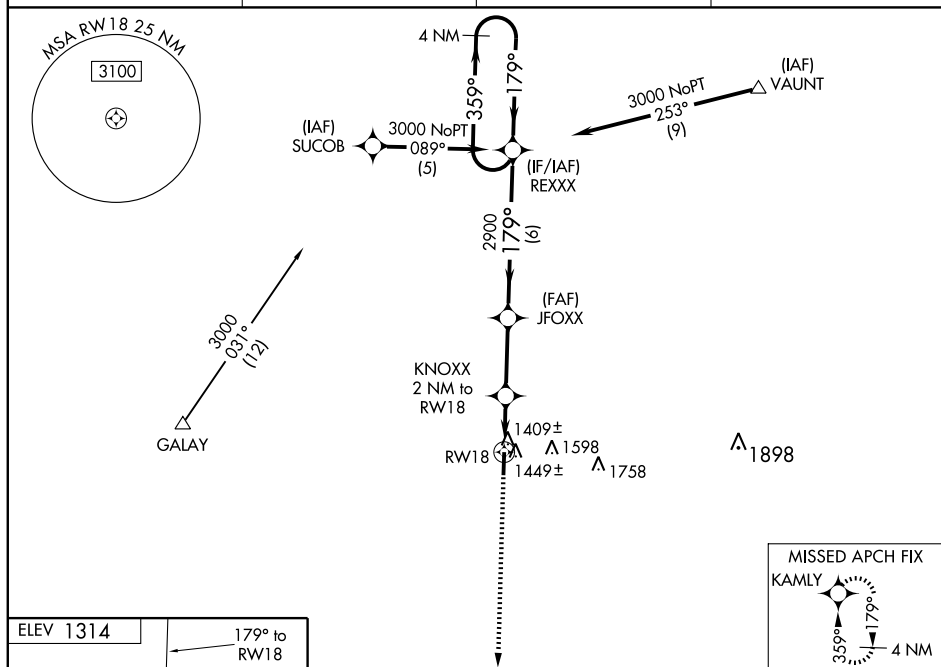
RNAV (GPS) RWY 18

MONETT MUNI (HFJ)

⚠ When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ½ mile. Baro-VNAV NA with Joplin altimeter setting.

MISSED APPROACH:
Climb to 3100 direct
KAMLY and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF) ①
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3100 KAMLY		REXXX 4 NM Holding Pattern	
*LNAV only		KNOXX 2 NM to RW18	
RW18		JFOXX 2900	
1980*		1980*	
2 NM		2.8 NM	
6 NM		6 NM	
CATEGORY	A	B	C
LPV DA	1564-1	250 (300-1)	NA
LNAV/VNAV DA	1730-1½	416 (500-1½)	NA
LNAV MDA	1720-1	406 (500-1)	1720-1¼ 406 (500-1¼)
CIRCLING	1760-1 446 (500-1)	1780-1 466 (500-1)	1780-1½ 466 (500-1½)

RNAV (GPS) RWY 36

MONETT MUNI (HFJ)

MISSED APPROACH:
Climb to 3000 direct
REXX and hold.

UNICOM
123.075 (CTAF) 

REIL Rwy 18 and 36 **L**

RNAV (GPS) RWY 36

MONETT MUNI (HFJ) 5 W UTC-6(-5DT) N36°54.37' W94°00.77'

KANSAS CITY

1314 B FUEL 100LL, JET A NOTAM FILE COU

H-61, L-16F

Rwy 18-36: H5000X75 (CONC) S-30 MRL 0.3% up N

IAP

Rwy 18: REIL. PAPI(P4L)—GA 3.0°. TCH 40'. Ground.

Rwy 36: MALS. REIL. PAPI(P4L)—GA 3.0°. TCH 39'. Trees.

AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs.

Wildlife and ultralights on and invof arpt. Rwy 18-36—60' x 475'

asph safety area N of Rwy 18 thld. Asph twy sections not full

strength. Rwy 36 REIL. OTS indef. ACTIVATE MRL Rwy 18-36,

REIL Rwy 18 and Rwy 36, MALS Rwy 36—CTAF. PAPI Rwy 18 and

Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.275 (417) 476-2613.

COMMUNICATIONS: CTAF/UNICOM 123.075

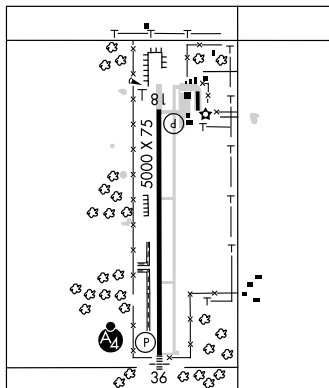
® SPRINGFIELD APP/DEP CON 124.95 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 072° 20.7 NM to fld. 1200/7E.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.



MONROE CITY

CAPT. BEN SMITH AIRFIELD—MONROE CITY (K52) 1 S UTC-6(-5DT) N39°38.07' W91°43.62' KANSAS CITY

737 B S2 FUEL 100LL TPA—See Remarks NOTAM FILE STL

L-27B

Rwy 09-27: H3516X50 (ASPH-RFSC) S-16 MRL (NSTD)

IAP

Rwy 09: PAPI(P2L)—GA 3.0° TCH 35'. Road.

Rwy 27: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat

1400-1800Z. Ultralight acft on and invof arpt. TPA for lgt acft

1537(800), turbo prop and jets 2237(1500). NSTD MRL, split

lenses of amber and white missing last 1,758' of Rwy 27. Rwy 09

VASI OTS indef. Rwy 27 VASI OTS indef. MRL Rwy 09-27 preset

low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy

27—CTAF.

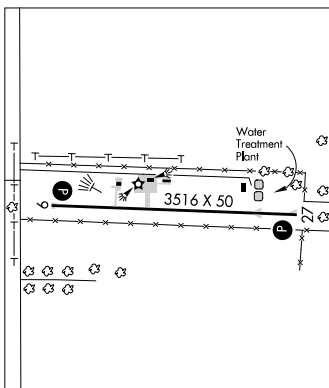
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88'

W91°16.74' 233° 24.4 NM to fld. 710/5E. HIWAS.



MONTGOMERY CITY

MONTGOMERY—WEHRMAN (4MO) 4 NE UTC-6(-5DT) N39°00.75' W91°25.16'

KANSAS CITY

778 S6 FUEL 100LL NOTAM FILE STL

Rwy 03-21: 2360X75 (TURF-GRVL) LIRL (NSTD)

Rwy 03: Trees.

Rwy 21: Trees.

AIRPORT REMARKS: Attended Mon-Sat continuously, Sun 1900-0600Z. For LIRL Rwy 03-21 call arpt manager. Night operations not recommended. Rwy 03-21 gravel portion 1360'X10'. Rwy 03-21 uneven sfc. NSTD rwy safety area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy

03-21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area

and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03-21

NSTD LIRL, mounted on fence at various distances, no thld lgts.

COMMUNICATIONS: CTAF 122.9.

MONTGOMERY—WEHRMAN (See MONTGOMERY CITY)

RNAV (GPS) RWY 9

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)



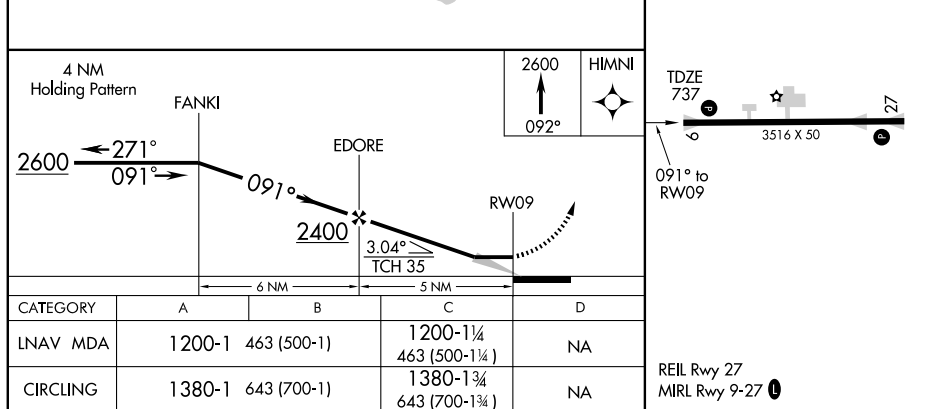
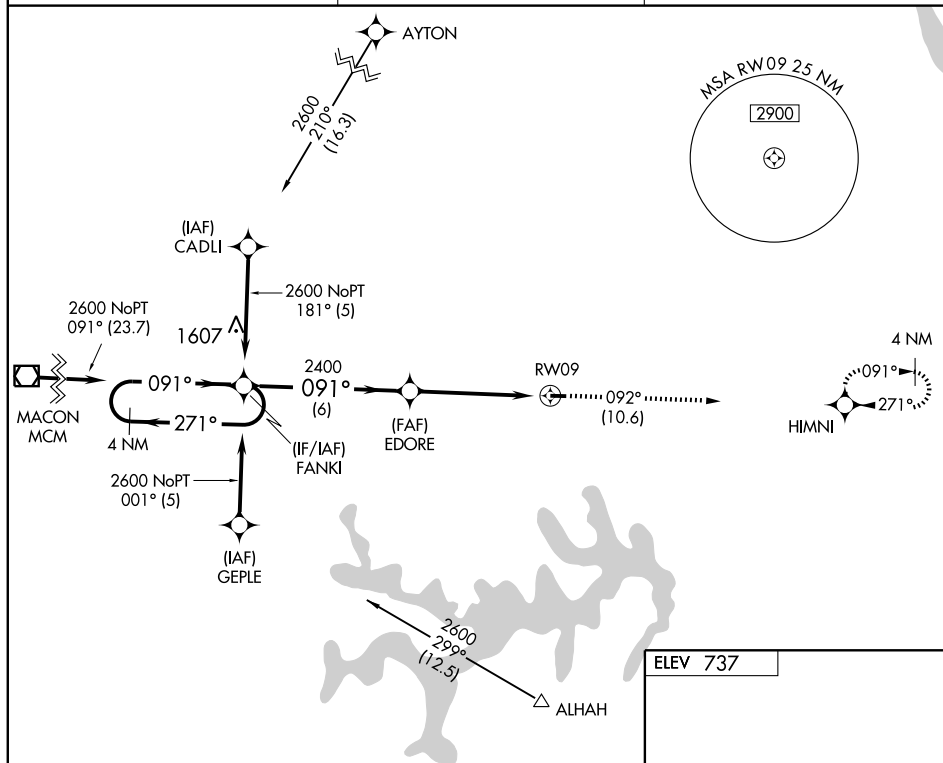
Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI
WP and hold.

QUINCY ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF)



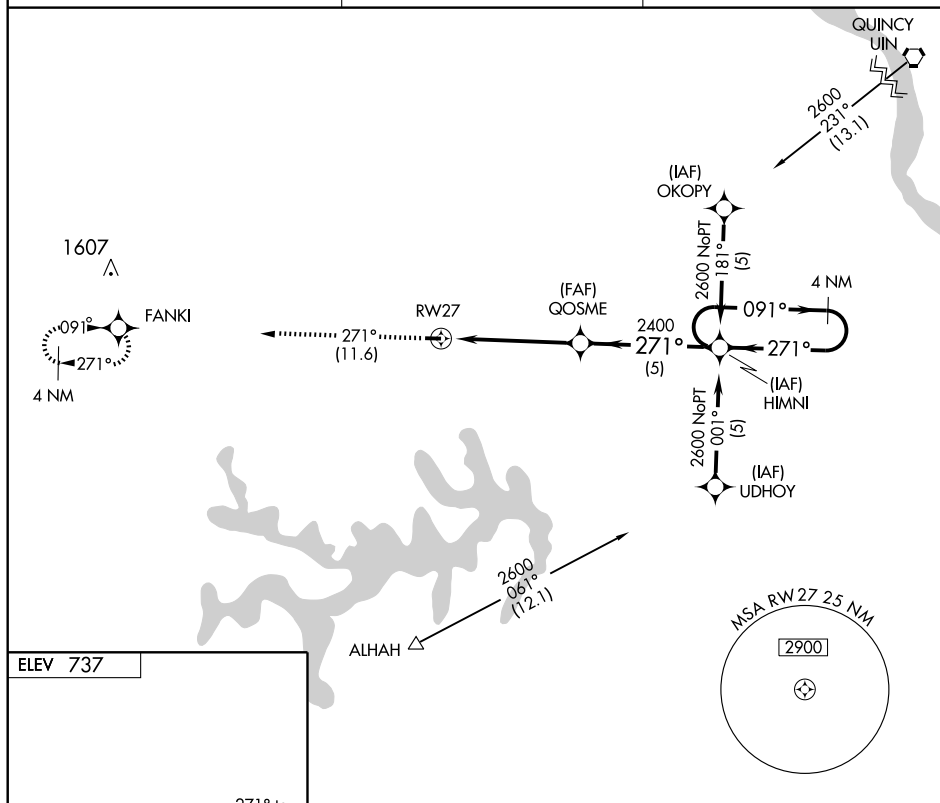
APP CRS 271°	Rwy Idg TDZE Apt Elev	3516 737 737
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RNAV (GPS) RWY 27

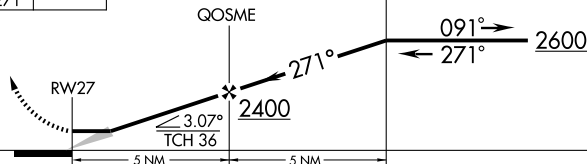
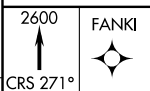
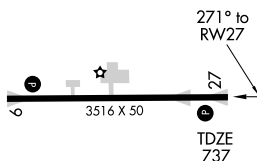
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

▲ NA Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

QUINCY ASOS
121.425KANSAS CITY CENTER
135.525 319.9UNICOM
122.8 (CTAF) 0

ELEV 737



CATEGORY	A	B	C	D
LNNAV MDA	1240-1	503 (600-1)	1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 **0**

VORTAC UIN
113.6
Chan **83**

APP CRS
233°

Rwy ldg
TDZE
Apt Elev

N/A
N/A
737

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

VOR/DME-A

▲ NA Use Quincy, IL altimeter setting. MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

QUINCY ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0

▲ 1263

(IAF)
HEBET
UIN **8**

IAF
QUINCY
113.6 UIN **83**
Chan **83**

2300 NoPT
UIN **8** Arc

R-281
2300 NoPT
233°
(8)

TARTS
UIN **8**

(IAF)
CAVED
UIN **8**

2300 NoPT
UIN **8** Arc

MSA UIN 25 NM

2700

TUKME
UIN **24.1**

(IAF)
MEENO
UIN **18**

2300
UIN R-233

MEENO
UIN **18**

MEENO
UIN **18**

One Minute
Holding Pattern

TUKME
UIN **24.1**

2300

233°

053°

233°

6.1 NM

CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA

ELEV 737

233° 6.1 NM
from FAF



REIL Rwy 27
MIRL Rwy 9-27 **0**

MONTICELLO

LEWIS CO RGNL (6M6) 2 NE UTC-6(-5DT) N40°07.75' W91°40.70'

675 B FUEL 100LL NOTAM FILE STL

RWY 18-36: H3500X60 (CONC) S-30 MIRL 0.3% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Road.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt.

Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18-36

—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7 UNICOM unmonitored.

R KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

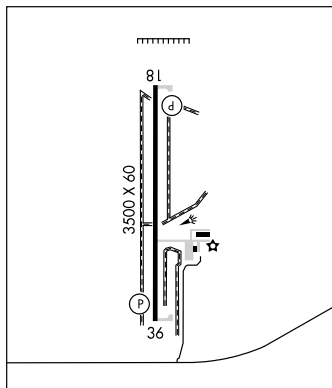
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88'

W91°16.74' 308° 24.9 NM to fld. 710/5E. HIWAS.

KANSAS CITY

L-27B, L-27A, A

IAP



MOSBY

MIDWEST NATIONAL AIR CENTER (GPH) 1 N UTC-6(-5DT) N39°19.95' W94°18.58'

777 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE COU

RWY 18-36: H5504X100 (ASPH) S-30, D-60 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 59'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun 1300-0000Z. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816-407-3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions during Nov-Mar, call 816-407-3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18-36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

R KANSAS CITY APP/DEP CON 118.4 KANSAS CITY CLNC DEL 118.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22' W94°35.80' 041° 18.5 NM to fld. 740/5E.

ILS/DME 110.55 I-CUE Chan 42(Y) Rwy 18. ILS unmonitored.

KANSAS CITY

H-5C, L-27A, A

IAP

MOSCOW MILLS

GREENSFIELD (M71) 4 SW UTC-6(-5DT) N38°54.11' W90°57.62'

549 NOTAM FILE STL

RWY 09-27: H3227X50 (ASPH)

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop-off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09-27 designation markings incorrectly spaced from rwy thld.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66' W090°58.27' 357° 12.4 to fld. 818/5E.

KANSAS CITY

L-27B, A

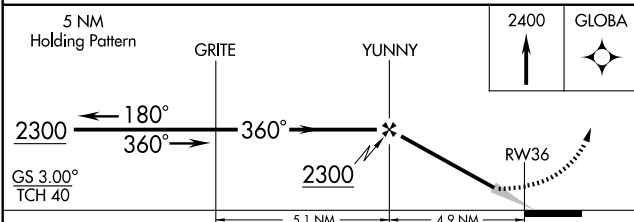
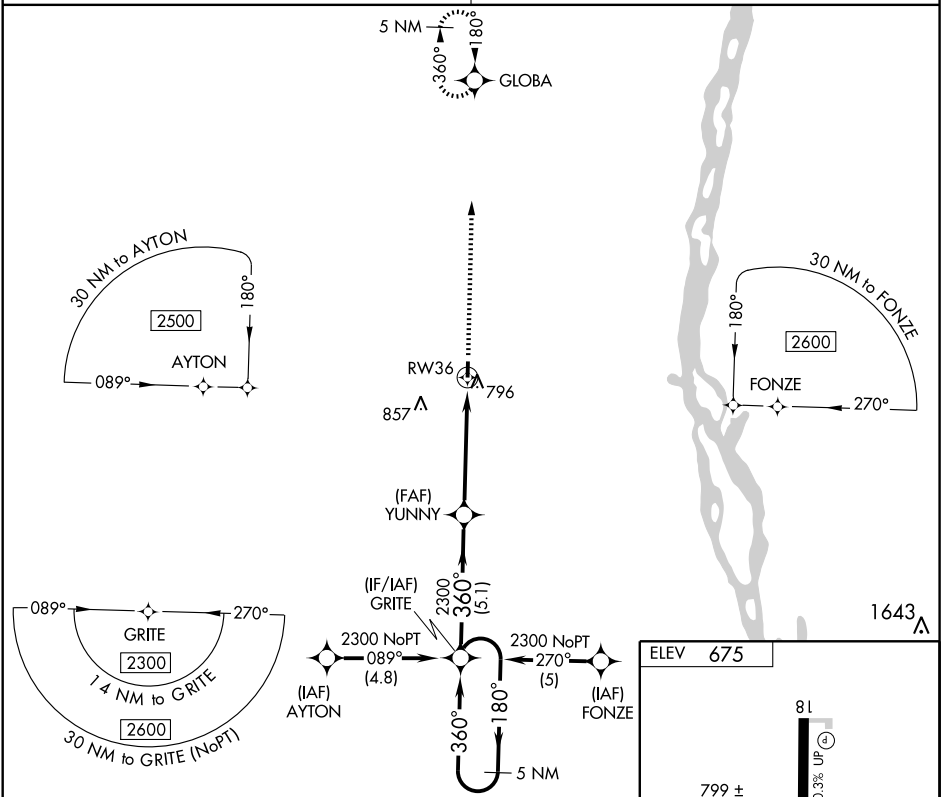
WAAS CH 97601 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	3500 675 675
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RNAV (GPS) RWY 36

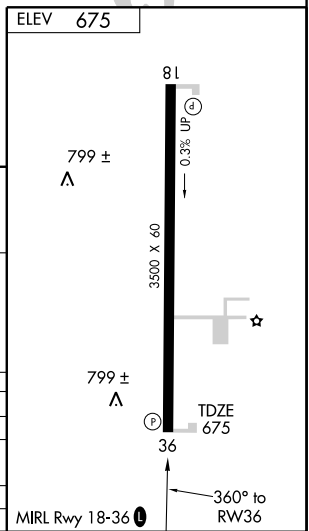
MONTECELLO/LEWIS COUNTY RGNL (6M6)

<p>V DME/DME RNP-0.3 NA. Baro-VNAV NA. NA Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.</p>	<p>MISSED APPROACH: Climb to 2400 direct GLOBA and hold.</p>
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<p>KANSAS CITY CENTER 135.525 319.9</p>	<p>UNICOM 122.7 (CTAF)</p>
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CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)		NA
LNAV/VNAV DA	1137-1¾	462 (500-1¾)		NA
LNAV MDA	1120-1	445 (500-1)		NA
CIRCLING	1180-1	505 (600-1)		NA



VORTAC UIN 113.6 Chan 83	APP CRS 308°	Rwy Idg TDZE Apt Elev	N/A N/A 674
--	------------------------	-----------------------------	--

VOR/DME-A

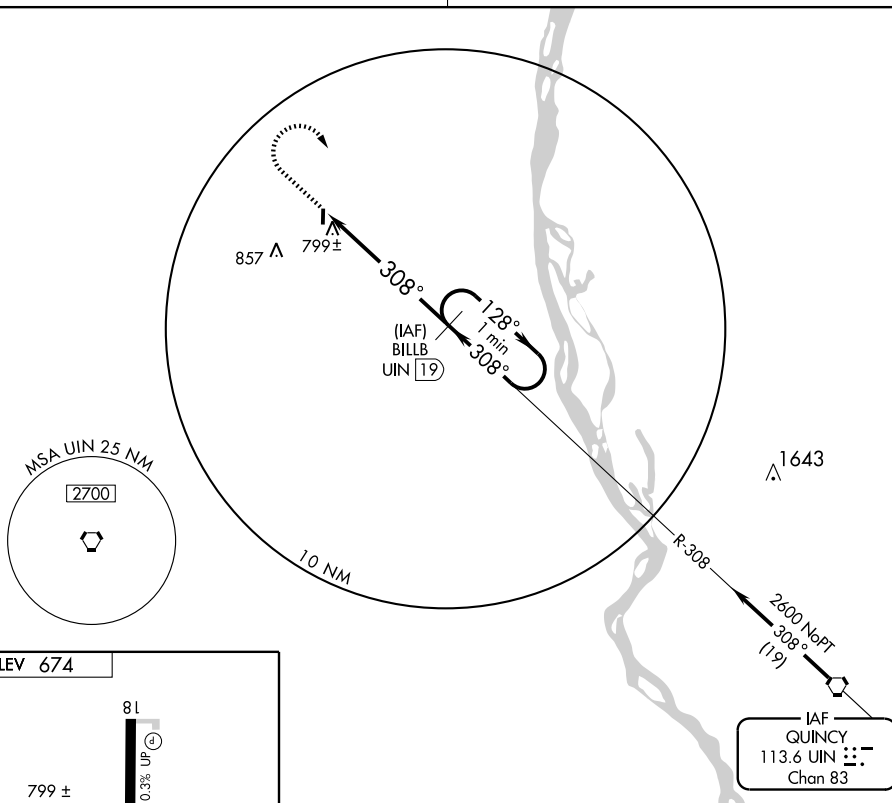
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

NA Use Quincy altimeter setting; when not received use
Kirkville altimeter setting

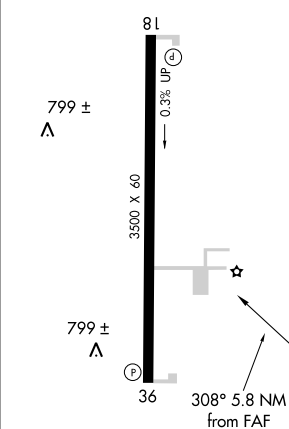
MISSED APPROACH: Climb to 1600 then right turn to 2600
via UIN R-308 to BILLB/19 DME and hold.

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.7 (CTAF) 0



ELEV 674



MIRL Rwy 18-36 0

<div>1600 ↑</div>		<div>2600 ↻ UIN R-308</div>	<div>BILLB UIN 19</div>	One Minute Holding Pattern			
		<div>UIN 24.8</div>	<div>BILLB UIN 19</div>				
		<div>↻</div>	<div>308°</div>	<div>128° →</div>	<div>2600</div>		
			<div>← 308°</div>				
		<div>5.8 NM</div>					
CATEGORY	A		B	C	D		
CIRCLING	1180-1 506 (600-1)		1180-1¼ 506 (600-1¼)	NA			
KIRKSVILLE ALTIMETER SETTING MINIMUMS							
CIRCLING	1240-1 566 (600-1)		1240-1¼ 566 (600-1¼)	NA			

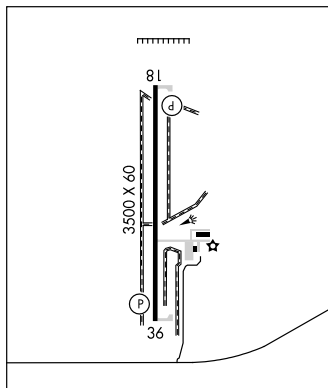
MONTICELLO**LEWIS CO RGNL** (6M6) 2 NE UTC-6(-5DT) N40°07.75' W91°40.70'

675 B FUEL 100LL NOTAM FILE STL

RWY 18-36: H3500X60 (CONC) S-30 MIRL 0.3% up S**RWY 18:** PAPI(P2L)—GA 3.0° TCH 40'. Tree.**RWY 36:** PAPI(P2L)—GA 3.0° TCH 40'. Road.**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt.

Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18-36

—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7 UNICOM unmonitored.**(R) KANSAS CITY CENTER APP/DEP CON** 135.525**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.**QUINCY (H) VORTAC** 113.6 UIN Chan 83 N39°50.88'W91°16.74' 308° 24.9 NM to fld. 710/5E. **HIWAS.****KANSAS CITY****L-27B, L-27A, A****IAP****MOSBY****MIDWEST NATIONAL AIR CENTER** (GPH) 1 N UTC-6(-5DT) N39°19.95' W94°18.58'

777 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE COU

RWY 18-36: H5504X100 (ASPH) S-30, D-60 HIRL**RWY 18:** REIL. PAPI(P4L)—GA 3.5° TCH 59'. Tree.**RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun 1300-0000Z. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816-407-3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions during Nov-Mar, call 816-407-3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18-36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.

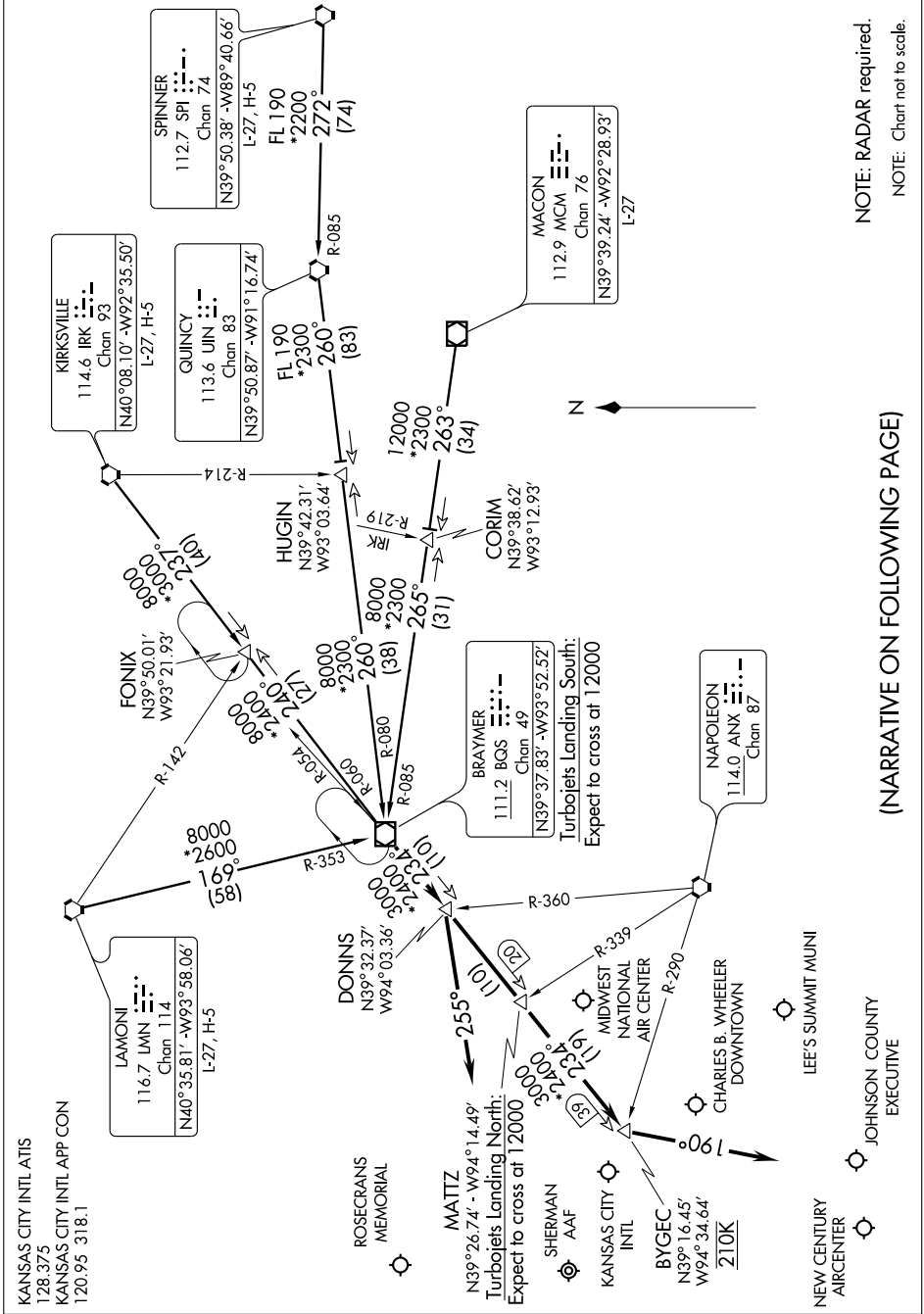
COMMUNICATIONS: CTAF/UNICOM 122.7**(R) KANSAS CITY APP/DEP CON** 118.4 **KANSAS CITY CLNC DEL** 118.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE MKC.**RIVERSIDE (T) VORW/DME** 111.4 RIS Chan 51 N39°07.22' W94°35.80' 041° 18.5 NM to fld. 740/5E.**ILS/DME** 110.55 I-CUE Chan 42(Y) Rwy 18. ILS unmonitored.**KANSAS CITY****H-5C, L-27A, A****IAP****MOSCOW MILLS****GREENSFIELD** (M71) 4 SW UTC-6(-5DT) N38°54.11' W90°57.62'

549 NOTAM FILE STL

RWY 09-27: H3227X50 (ASPH)**RWY 09:** Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop-off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09-27 designation markings incorrectly spaced from rwy thld.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**FORISTELL (L) VORTACW** 110.8 FTZ Chan 45 N38°41.66' W090°58.27' 357° 12.4 to fld. 818/5E.**KANSAS CITY****L-27B, A**



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CUE 110.55 Chgn 42 (Y)	APP CRS 184°	Rwy Idg 5504 TDZE 777 Apt Elev 777
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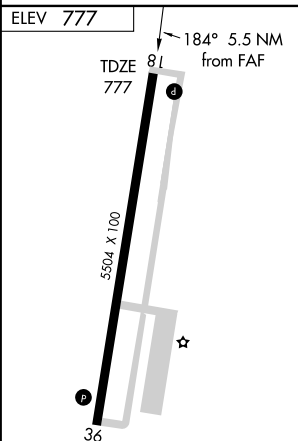
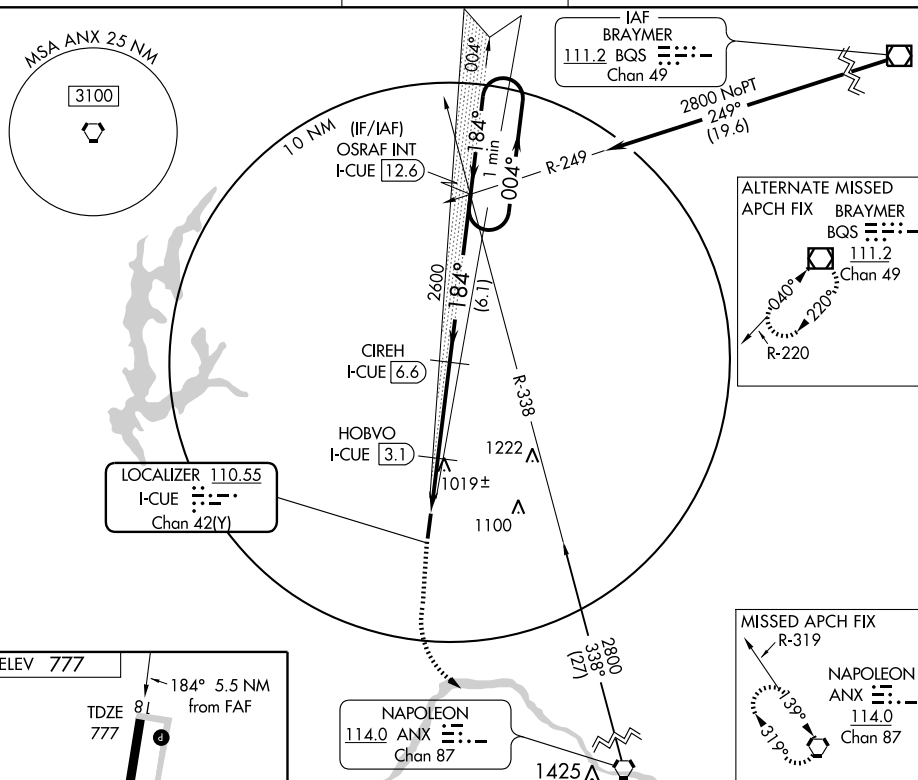
ILS or LOC/DME RWY 18

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

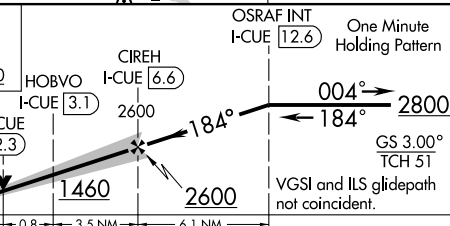
NA Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities $\frac{1}{4}$ mile; increase all MDAs 80 feet, and circling visibility Cat C $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON
118.4

CLNC DEL
118.2UNICOM
122.7 (CTAF) **L**

HIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**



CATEGORY	A	B	C	D
S-ILS 18	977- ³ / ₄ 200 (200- ³ / ₄)			NA
S-LOC 18	1280-1 503 (600-1)		1280-1 ¹ / ₂ 503 (600-1 ¹ / ₂)	NA
CIRCLING	1300-1 523 (600-1)		1320-1 ¹ / ₂ 543 (600-1 ¹ / ₂)	NA

MOSBY, MISSOURI
Orig-A 09071

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

39°20'N-94°19'W

ILS or LOC/DME RWY 18

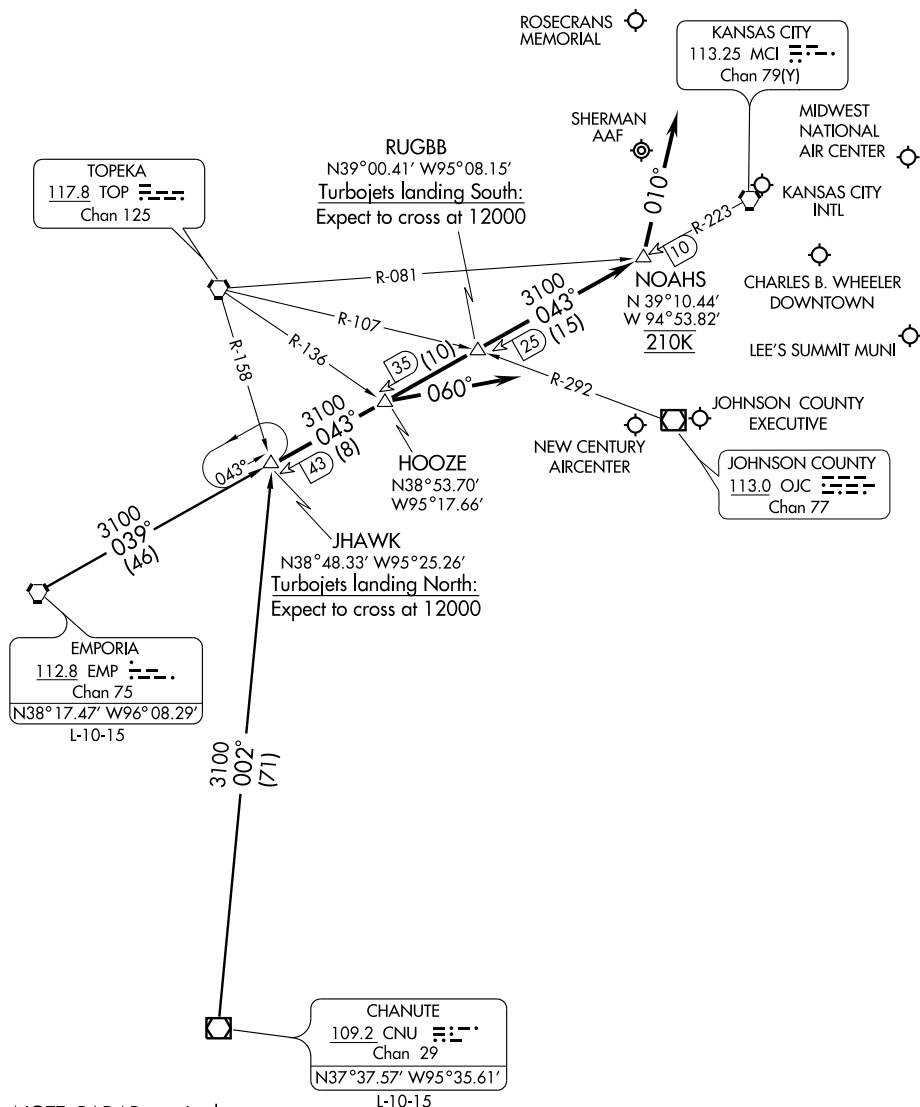
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

WAAS CH 70323 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	5504 777 777
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RNAV (GPS) RWY 18

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

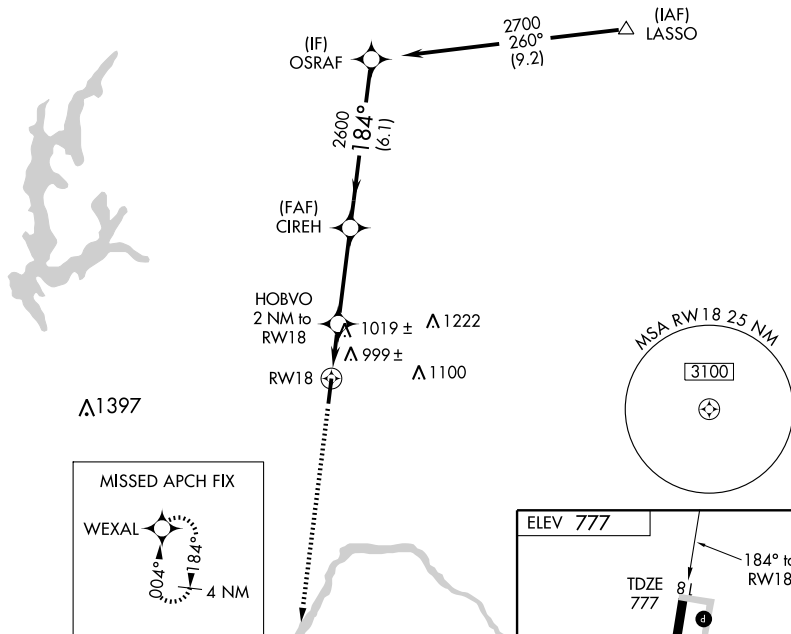
MISSED APPROACH: Climb to 2700
direct WEXAL and hold.

KANSAS CITY APP CON
118.4

CLNC DEL
118.2

UNICOM
122.7 (CTAF) **U**

Procedure NA for arrivals at LASSO via V159
southeast bound, and via V502 northeast bound.



2700	WEXAL	VGSI and RNAV glidepath not coincident.				OSRAF
*LNAV only		HOBVO 2 NM to RW18		CIREH		2700
		*1.2 NM to RW18				Procedure Turn NA
						GS 3.00°
						TCH 51
		1.2 NM	0.8 NM	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D		
LPV DA	1189-1½	412 (500-1½)		NA		
LNAV/VNAV DA	1324-2	547 (600-2)		NA		
LNAV MDA	1280-1	503 (600-1)	1280-1½	503 (600-1½)	NA	
CIRCLING	1300-1	523 (600-1)	1320-1½	543 (600-1½)	NA	

WAAS CH 86409 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	5504 776 777
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RNAV (GPS) RWY 36

MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)



DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Kansas City Intl altimeter setting.

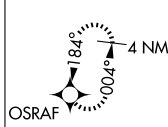
MISSED APPROACH: Climb to
2700 direct OSRAF and hold.

KANSAS CITY APP CON
118.4

CLNC DEL
118.2

UNICOM
122.7 (CTAF) 0

MISSED APCH FIX



Λ 1372

Λ 1222

Λ 1100

BRAYMER
BQS

2700 to WEXAL
214°
(36.4)

RW36

999±

ZAGRI

2.6 NM to RW36

(FAF) IJUBO

2400

004°

(6.1)

(IF/IAF) WEXAL

2700 NoPT

274°

(5)

184°

004°

4 NM

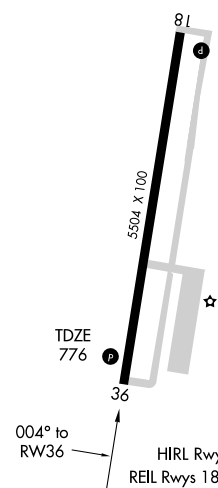
Procedure NA for arrivals at BQS VOR/DME
via V502 northeast bound.

Procedure NA for arrivals at ANX VORTAC
via V10-12 northeast bound.

Λ 1842

NAPOLEON
ANX

ELEV 777



4 NM
Holding Pattern
WEXAL

IJUBO

ZAGRI

2.6 NM to RW36

*1.4 NM to RW36

RW36

*1640

6.1 NM

2.3 NM

1.2

1.4 NM

RW36

GS 3.00°

TCH 45

*LNAV only

CATEGORY

A

B

C

D

LPV DA

1105-1¼ 329 (400-1¼)

NA

LNAV/VNAV DA

1341-2 565 (600-2)

NA

LNAV MDA

1260-1 484 (500-1)

1260-1¼ 484 (500-1¼)

NA

CIRCLING

1300-1 523 (600-1)

1320-1½ 543 (600-1½)

NA

MOSBY, MISSOURI

Amdt 2 08269

MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)

39°20'N-94°19'W

RNAV (GPS) RWY 36

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

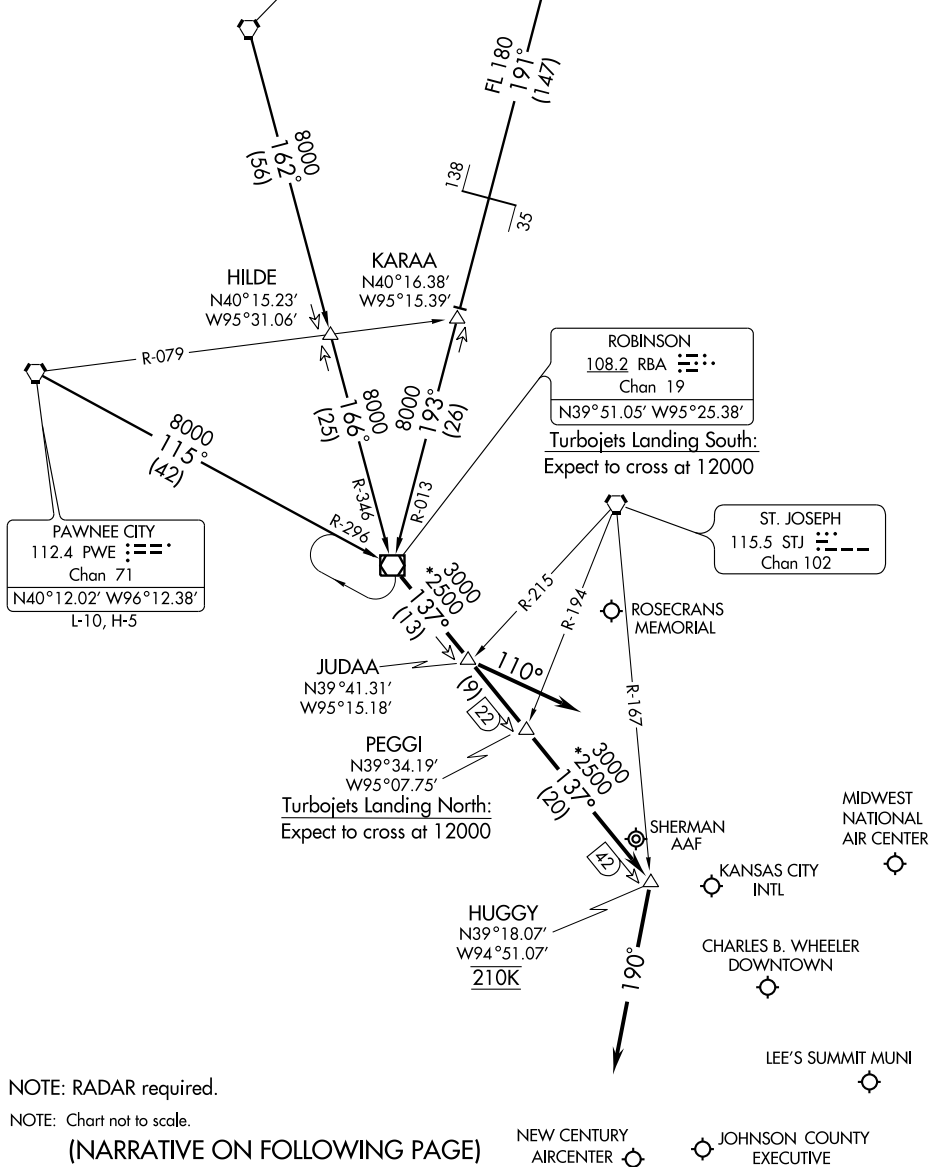
ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1

OMAHA
116.3 OVR
Chan 110
N41°10.04' W95°44.20'
L-10-12, H-5

FORT DODGE
113.5 FOD
Chan 82
N42°36.67' W94°17.69'
L-12, H-5



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

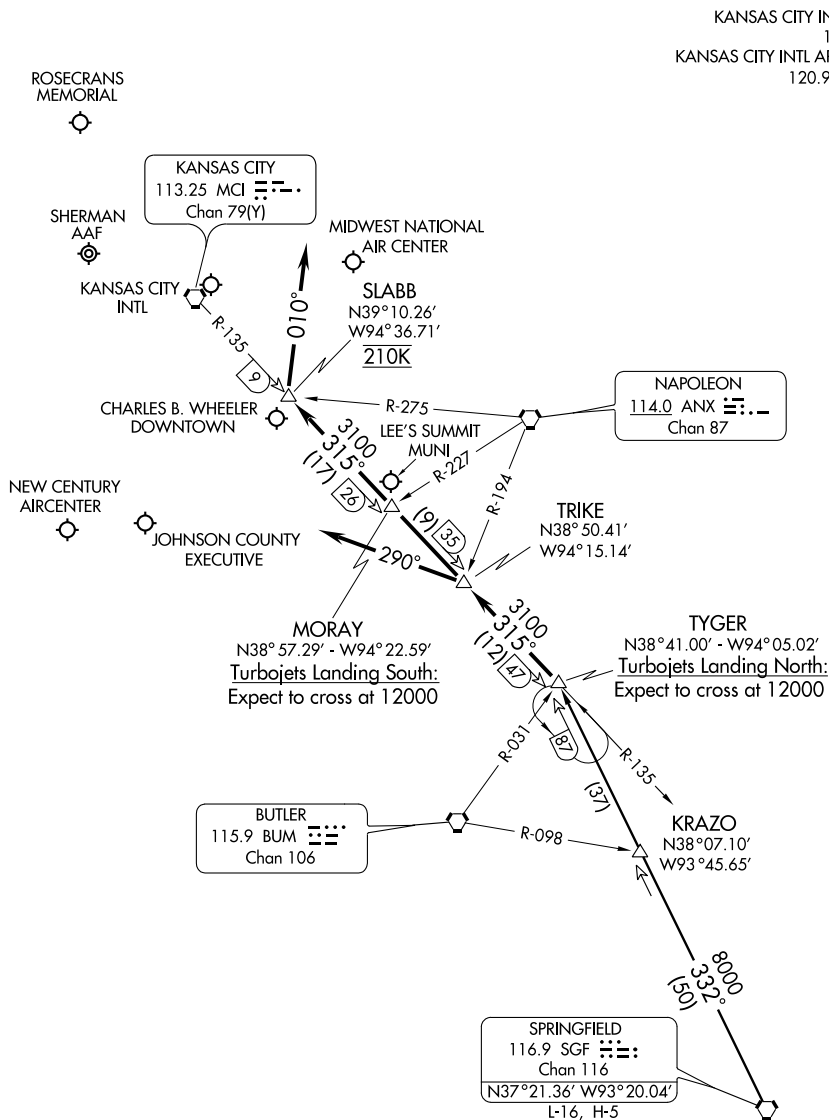
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

MOUNTAIN GROVE MEM (1MO) 3 SW UTC-6(-5DT) N37°07.24' W92°18.67'

KANSAS CITY

1476 B S6 FUEL 100LL, JET A1+, MOGAS NOTAM FILE COU

L-16G

RWY 08-26: H3590X50 (ASPH-RFSC) LIRL (NSTD) 0.5% up E

IAP

RWY 08: Trees. RWY 26: Trees.

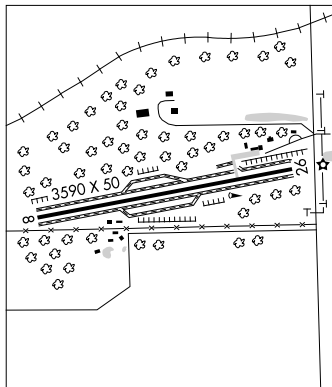
AIRPORT REMARKS: Attended continuously. Crop dusting acft on and in/ov arpt. NSTD rwy safety areas around entire rwy, incorrect grades, insufficient length byd rwy ends and sides of rwy, numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in primary, approach, and transitional surfaces around entire rwy. Rwy 08-26 numerous cracks with grass and weeds growing in them. Rwy 08-26 NSTD LIRL, 6 thld lgts at Rwy 26 thld. Rwy lighting system in poor condition.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.**DOGWOOD (L) VORTAC** 109.4 DGD Chan 31 N37°01.41'

W92°52.62' 072° 27.8 NM to fld. 1600/6E.

**MOUNTAIN VIEW** (MNF) 1 SW UTC-6(-5DT) N36°59.57' W91°42.87'

KANSAS CITY

1181 B S1 FUEL 100LL, JET A1+ NOTAM FILE COU

H-6J, L-16G

RWY 10-28: H5005X75 (ASPH) MIRL 0.8% up NW

IAP

RWY 10: Thld dsplcd 320'.

RWY 28: PAPI (P4L)—GA 3.0° TCH 52'. Pole.

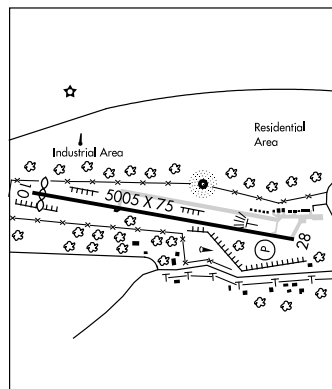
AIRPORT REMARKS: Attended 1400-2300Z±. After hrs phone numbers posted on terminal door. Major powerplant repairs avbl. Wildlife on and in/ov arpt. Rwy 10-28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end, incorrect terrain grades, brush and small trees.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.**MAPLES (L) VORTAC** 113.4 MAP Chan 81 N37°35.45'

W91°47.32' 168° 36.0 NM to fld. 1370/6E. HIWAS.

NDB (MHW) 365 MNF N36°59.64' W91°42.76' at fld.

VORTAC DGD
109.4
Chan **31**

APP CRS
072°

Rwy Idg
TDZE **1476**
Apt Elev **1476**

VOR/DME or GPS RWY 8

MOUNTAIN GROVE MEMORIAL (1MO)

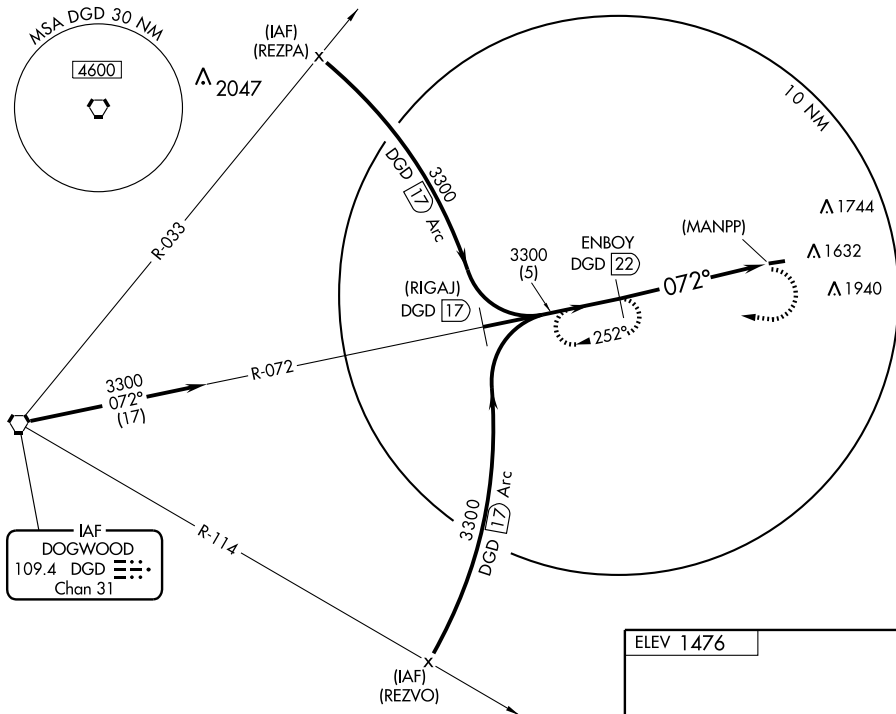
V Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

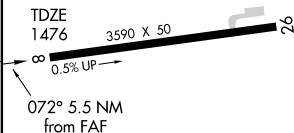
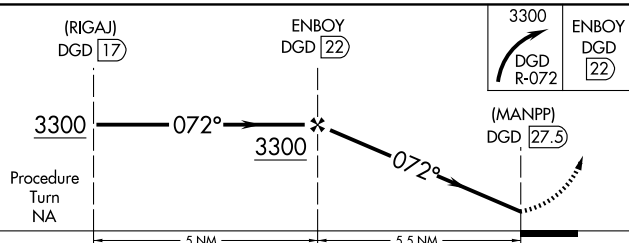
KANSAS CITY CENTER
128.35 284.67

CTAF
122.9



IAF
DOGWOOD
109.4 DGD
Chan 31

ELEV 1476



CATEGORY	A	B	C	D
S-8	2100-1 624 (700-1)	2100-1¼ 624 (700-1¼)	NA	
CIRCLING	2120-1 644 (700-1)	2120-1¼ 644 (700-1¼)	NA	

LIRL Rwy 8-26

MOUNTAIN GROVE, MISSOURI

Orig-A 09071

37°07'N-92°19'W

VOR/DME or GPS RWY 8

MOUNTAIN GROVE MEM (1MO) 3 SW UTC-6(-5DT) N37°07.24' W92°18.67'

KANSAS CITY

1476 B S6 FUEL 100LL, JET A1+, MOGAS NOTAM FILE COU

L-16G

RWY 08-26: H3590X50 (ASPH-RFSC) LIRL (NSTD) 0.5% up E

IAP

RWY 08: Trees. RWY 26: Trees.

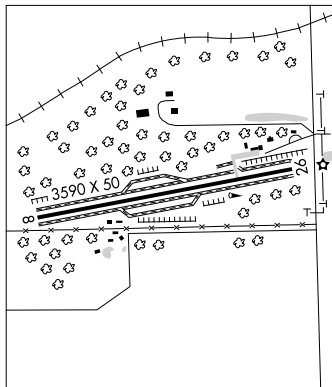
AIRPORT REMARKS: Attended continuously. Crop dusting acft on and in/ov arpt. NSTD rwy safety areas around entire rwy, incorrect grades, insufficient length byd rwy ends and sides of rwy, numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in primary, approach, and transitional surfaces around entire rwy. Rwy 08-26 numerous cracks with grass and weeds growing in them. Rwy 08-26 NSTD LIRL, 6 thld lgts at Rwy 26 thld. Rwy lighting system in poor condition.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.**DOGWOOD (L) VORTAC** 109.4 DGD Chan 31 N37°01.41'

W92°52.62' 072° 27.8 NM to fld. 1600/6E.

**MOUNTAIN VIEW** (MNF) 1 SW UTC-6(-5DT) N36°59.57' W91°42.87'

KANSAS CITY

1181 B S1 FUEL 100LL, JET A1+ NOTAM FILE COU

H-6J, L-16G

RWY 10-28: H5005X75 (ASPH) MIRL 0.8% up NW

IAP

RWY 10: Thld dsplcd 320'.

RWY 28: PAPI (P4L)—GA 3.0° TCH 52'. Pole.

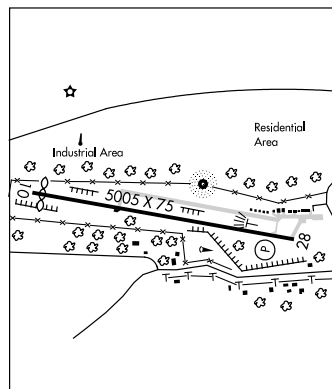
AIRPORT REMARKS: Attended 1400-2300Z±. After hrs phone numbers posted on terminal door. Major powerplant repairs avbl. Wildlife on and in/ov arpt. Rwy 10-28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end, incorrect terrain grades, brush and small trees.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.**MAPLES (L) VORTAC** 113.4 MAP Chan 81 N37°35.45'

W91°47.32' 168° 36.0 NM to fld. 1370/6E. HIWAS.

NDB (MHW) 365 MNF N36°59.64' W91°42.76' at fld.

NDB MNF 365	APP CRS 285°	Rwy Idg TDZE Apt Elev	5005 1165 1181
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NDB or GPS RWY 28

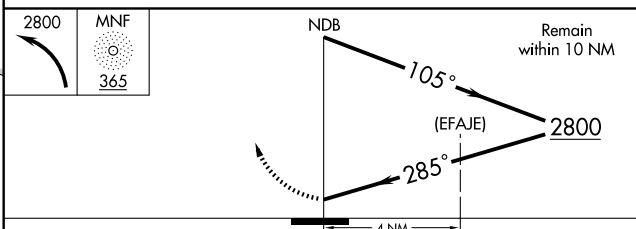
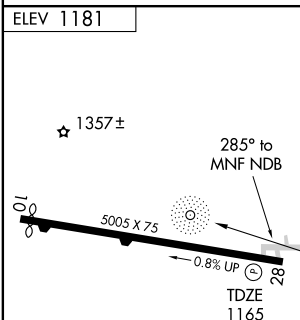
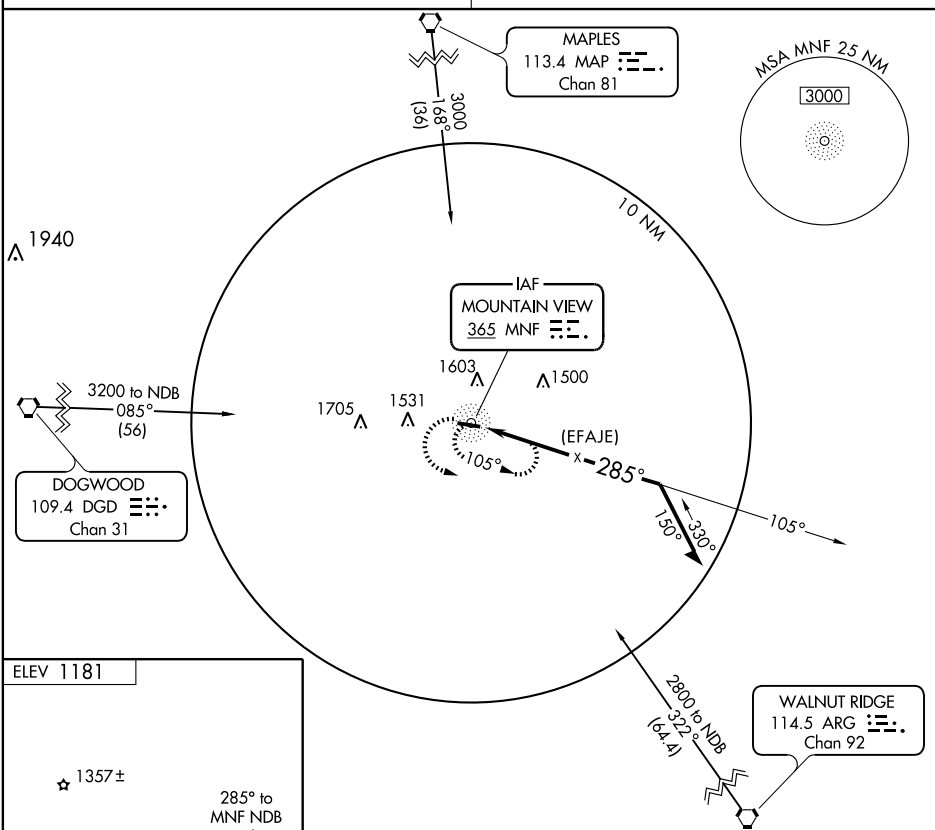
MOUNTAIN VIEW (MNF)

NA Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-28	2060-1¼ 895 (900-1¼)		2060-2¾ 895 (900-2¾)	2060-3 895 (900-3)
CIRCLING	2140-1¼ 971 (1000-1¼)	2140-1½ 971 (1000-1½)	2140-3 971 (1000-3)	

MIRL Rwy 10-28

MOUNTAIN VIEW, MISSOURI

Amdt 3 09071

37°00'N-91°43'W

NDB or GPS RWY 28

MT VERNON MUNI (2M0) 3 SW UTC-6(-5DT) N37°04.10' W93°53.10'

KANSAS CITY

1244 S4 NOTAM FILE COU

L-16F

Rwy 18-36: H3195X60 (ASPH) MIRL

Rwy 18: Road. **Rwy 36:** Brush.

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. User fee.

Insufficient rwy safety area length byd Rwy 36 end. Rwy 18-36

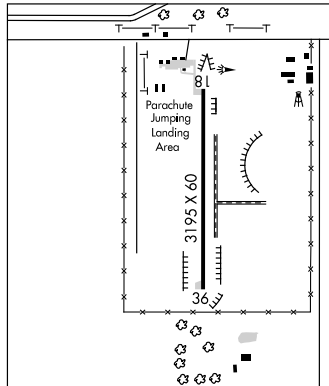
MIRL OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 056° 29.8 NM to fld. 1200/7E.



NAPOLEON N39°05.73' W94°07.73' NOTAM FILE COU.

KANSAS CITY

(L) VORTACW 114.0 ANX Chan 87 213° 6.2 NM to East Kansas City. 878/7E.

H-5C, L-27A, A

NEOSHO HUGH ROBINSON (EOS) 3 S UTC-6(-5DT) N36°48.65' W94°23.50'

KANSAS CITY

1255 B S6 FUEL 100LL, JET A1+ NOTAM FILE COU

H-6I, L-16F

Rwy 01-19: H5001X100 (ASPH-AFSC) S-30, D-43 MIRL 0.7% up S

IAP

Rwy 01: REIL. PAPI(P4L)—GA 3.0° TCH 31'.

Rwy 19: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-2200Z±. For svc after hrs call 417-592-1499. 24 hr self service 100LL fuel pump. Wildlife on and invof arpt. Ground hazard Camp Crowder Firing Range activity—stay above pattern altitude till base leg, weekdays and weekends indef. Rwy 01-19 line of sight obstructed by grade change on north end. ACTIVATE MIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.8

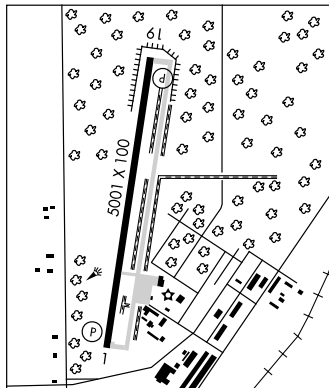
RCO 122.1R 117.3T (COLUMBIA RADIO)

® **KANSAS CITY CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14'

125° 2.8 NM to fld. 1200/7E.



WAAS CH 99302 W01A	APP CRS TDZE 005°	Rwy Idg Apt Elev 1255	5001 1255 1255
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RNAV (GPS) RWY 1

NEOSHO HUGH ROBINSON (E.O.S)

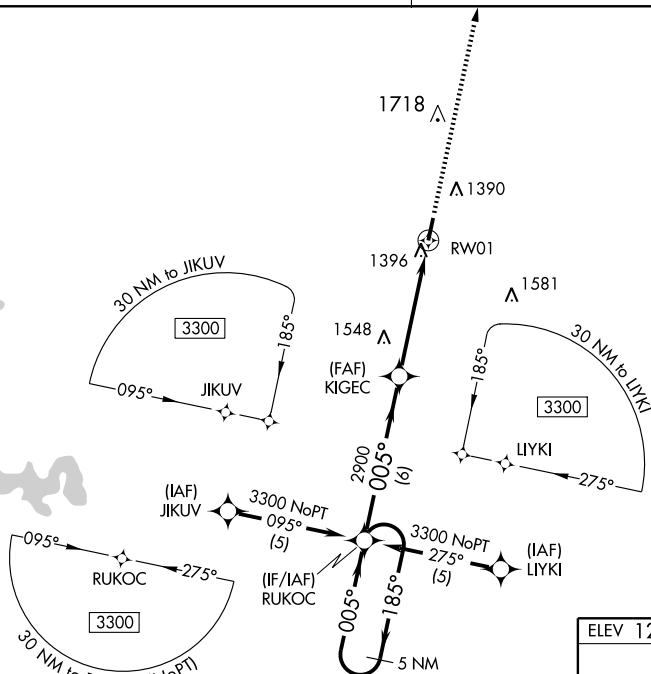
▼ Baro-VNAV NA.
 ▲ NA DME/DME RNP- 0.3 NA.
 Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

KANSAS CITY CENTER
128.6 282.325

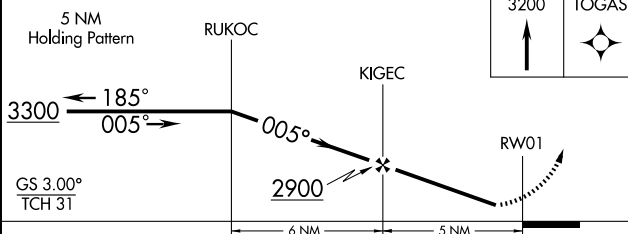
UNICOM
122.8 (CTAF) ①

MISSED APCH FIX

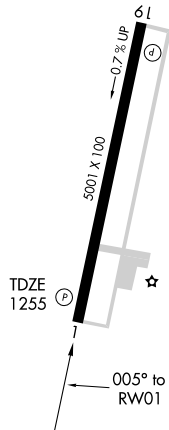


ELEV 1255

REIL Rwy 1 and 19 ①
 MRL Rwy 1-19 ①



CATEGORY	A	B	C	D
LPV DA	1602-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1719-1¾	464 (500-1¾)		NA
LNAV MDA	1880-1 625 (700-1)	1880-1¾ 625 (700-1¾)		NA
CIRCLING	1880-1 625 (700-1)	1880-1¾ 625 (700-1¾)		NA



APP CRS 185°	Rwy Idg TDZE Apt Elev	5001 1245 1255
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RNAV (GPS) RWY 19

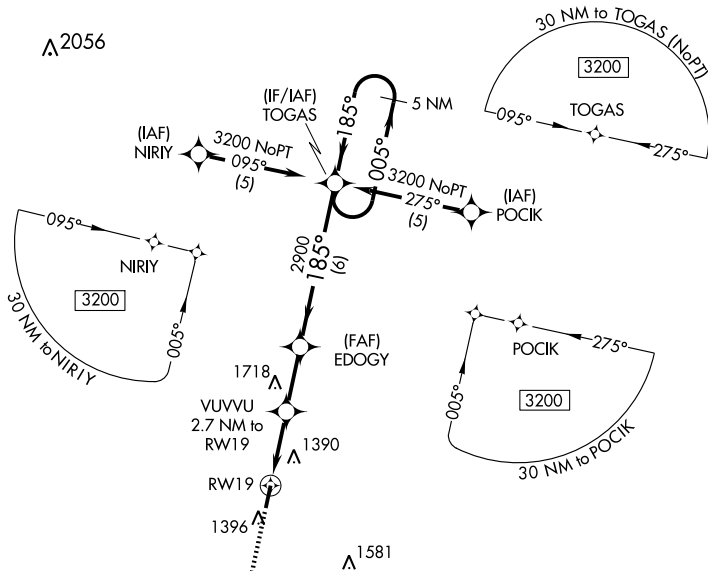
NEOSHO HUGH ROBINSON (EOS)

V DME/DME RNP-0.3 NA.
Δ NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

KANSAS CITY CENTER
128.6 282.325

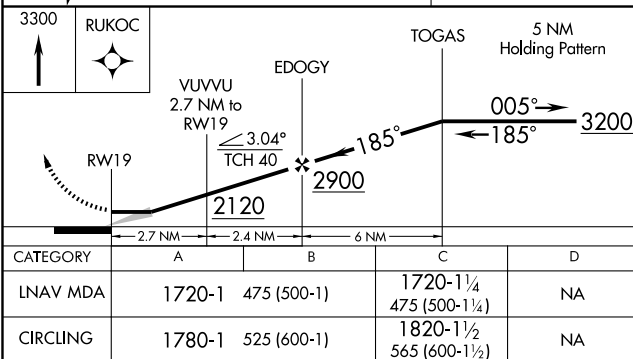
UNICOM
122.8 (CTAF)



ELEV **1255**

185° to RW19
 TDZE 1245
 0.7% Up
 5001 X 100


MISSED APCH FIX



REIL Rws 1 and 19
 MRL Rwy 1-19

VOR/DME EOS 117.3 Chan 120	APP CRS 125°	Rwy Idg TDZE Apt Elev N/A N/A 1255
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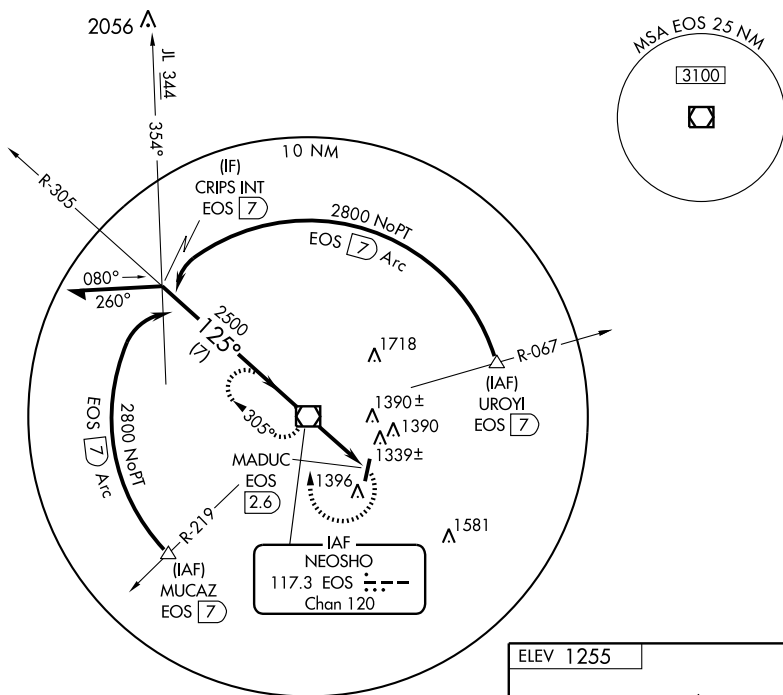
VOR-A
NEOSHO HUGH ROBINSON (EOS)

 When local altimeter setting not received, use Joplin
 NA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS
VOR/DME and hold.

KANSAS CITY CENTER
128.6 282.325

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

VOR/DME

2800

EOS

117.3

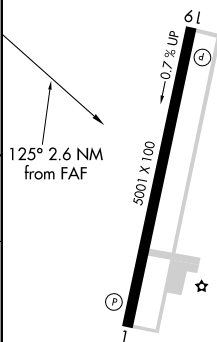
2800

MADUC
FOS

EOS
2.6

2500

ELEV 1255



REIL Rwy 1 and 19 L

MIRL Rwy 1-19 L

CATEGORY	A	B	C	D	FAF to MAP 2.6 NM					
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	2:36	1:44	1:18	1:02	0:52

NEOSHO, MISSOURI

Amdt 7A 10154

NEOSHO HUGH ROBINSON (EOS)

VOR-A

36°49'N-94°24'W

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

NEVADA MUNI (NVD) 3 NE UTC-6(-5DT) N37°51.12' W94°18.29'

892 B S2 FUEL 100LL JET A NOTAM FILE COU

Rwy 02-20: H5000X75 (CONC) S-35, D-48 MIRL

Rwy 02: REIL. PAPI(P4L)—GA 3.0° TCH 34'.

Rwy 20: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees.

Rwy 13-31: H2581X40 (ASPH-DIRT) S-19

Rwy 13: Tree.

Rwy 31: Trees.

AIRPORT REMARKS: Attended 1330Z±dusk. Crop dusting and ultralight acft on and in vol of arpt. Wildlife on and in vicinity of rwy dusk-dawn. Rwy 13-31 pavement cracked with loose asph chips and vegetation growing in cracks. Rwy 13-31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02-20 various locations with grass and weeds growing through cracks. ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (417) 448-1635.

COMMUNICATIONS: CTAF/UNICOM 122.8

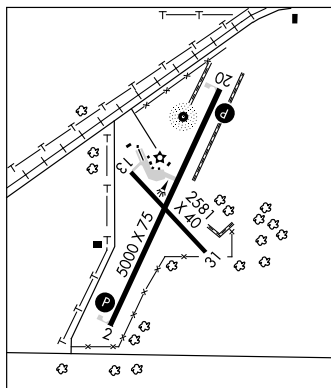
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33'
W94°29.29' 154° 26.6 NM to fld. 890/7E. **HIWAS.**

NDB (MHW) 209 EAD N37°51.54' W94°18.16' at fld.

NDB unusable by 15 NM.



KANSAS CITY

H-5C, L-16F

IAP

NEW MADRID

COUNTY MEM (EIW) 4 SW UTC-6(-5DT) N36°32.12' W89°35.98'

296 B FUEL 100LL NOTAM FILE STL

Rwy 18-36: H3200X60 (ASPH) MIRL

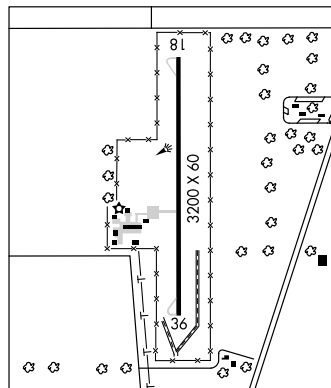
AIRPORT REMARKS: Attended Apr-Sep, Mon-Fri, 1400-2330Z±, Oct-Mar, Mon-Fri, 1400-2230Z±, Jan-Dec, Sat-Sun, 1500-2230Z±. For svc after hrs, call arpt manager at 573-688-5058 or 573-934-3734. Crop dusting acft on and in vicinity of arpt. MIRL Rwy 18-36 preset on med ints, to increase ints and ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.

Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'
W89°54.69' 091° 15.1 to fld. 280/3E



ST LOUIS

L-16H

IAP

NOAH N38°38.23' W92°14.69' NOTAM FILE JEF.

NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem.

KANSAS CITY

L-27B

NORTH CENTRAL MISSOURI RGNL (See BROOKFIELD)

NORTHWEST MISSOURI RGNL (See MARYVILLE)

OBLIO N38°48.02' W90°28.48' NOTAM FILE STL.

NDB (LOM) 338 LM 122° 5.8 NM to Lambert-St Louis Intl.

ST LOUIS

L-27B, A

OMAR N BRADLEY (See MOBERLY)

WAAS CH 82019 W02A	APP CRS 024°	Rwy Idg 5000 TDZE 890 Apt Elev 892
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RNAV (GPS) RWY 2

NEVADA MUNI (NVD)

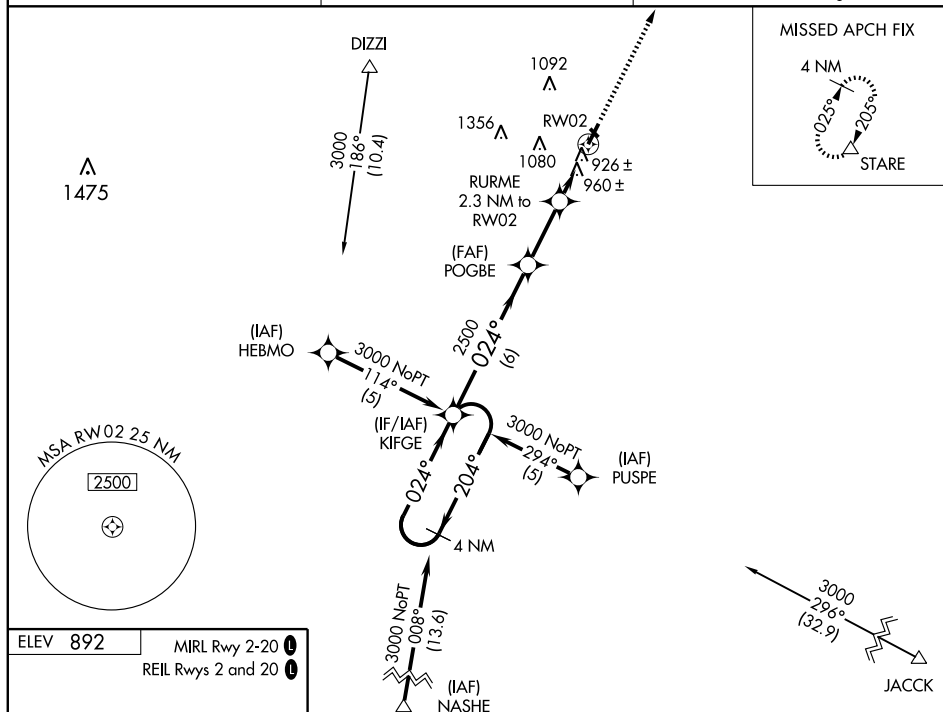
NA DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Circling NA to Rwy 13-31.

MISSED APPROACH:
Climb to 3000 direct STARE and hold.

AWOS-3
119.175

KANSAS CITY CENTER
125.55 327.0

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern		KIFGE	VGSI and RNAV glidepath not coincident.		3000	STARE
3000		204°	024°	024°	2500	*1660
GS 3.00° TCH 45		6 NM		2.6 NM	1.4 NM	0.9 NM
CATEGORY	A	B	C	D		
LPV DA	1090-1		200 (200-1)			NA
LNAV/ VNAV	DA	1219-1¼	329 (400-1¼)			NA
LNAV MDA	1220-1		330 (400-1)			NA
CIRCLING	1260-1 368 (400-1)	1360-1 468 (500-1)	1360-1½ 468 (500-1½)			NA

WAAS CH 77719 W20A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5000 884 892
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RNAV (GPS) RWY 20

NEVADA MUNI (NVD)

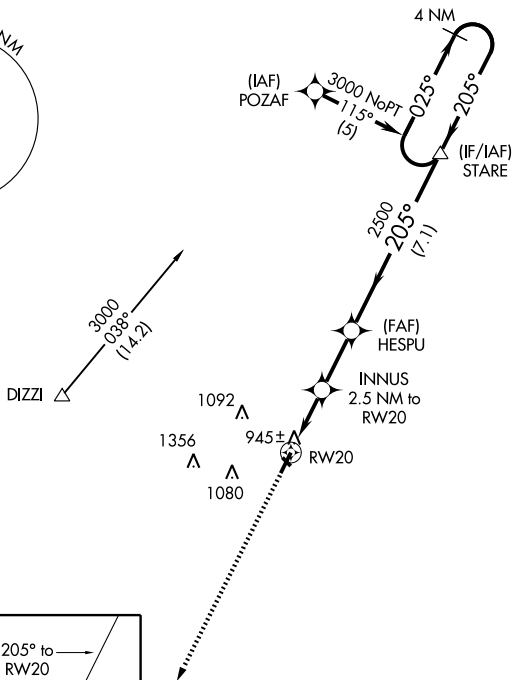
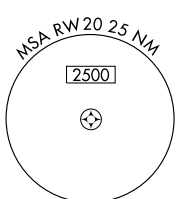
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and increase LNAV Cat C visibility ¼ mile. Circling NA to Rwy 13-31.

MISSED APPROACH:
Climb to 3000 direct KIFGE and hold.

AWOS-3
119.175

KANSAS CITY CENTER
125.55 327.0

UNICOM
122.8 (CTAF) 0



△1483

MISSED APCH FIX

KIFGE

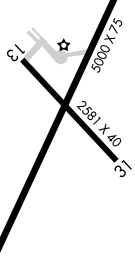


ELEV 892

205° to
RW20

TDZE

884



MIRL Rwy 2-20 0

REIL Rwy 2 and 20 0

3000 ↑		KIFGE ✦		VGSI and RNAV glidepath not coincident.			STARE		4 NM Holding Pattern		
*LNAV only.		*0.9 NM to RW20		INNUS 2.5 NM to RW20		HESPU 2500		025° → ← 205°		3000	
RW20		1720*		2500		205°		GS 3.00° TCH 45			
0.9 NM		1.6 NM		2.4 NM		7.1 NM					
CATEGORY		A		B		C		D			
LPV DA		1139-1		255 (300-1)				NA			
LNAV/ VNAV DA		1216-1¼		332 (400-1¼)				NA			
LNAV MDA		1200-1		316 (400-1)		1200-1½ 316 (400-1½)		NA			
CIRCLING		1260-1 368 (400-1)		1360-1 468 (500-1)		1360-1½ 468 (500-1½)		NA			

VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy Idg TDZE Apt Elev	N/A N/A 892
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VOR/DME-A
NEVADA MUNI (NVD)

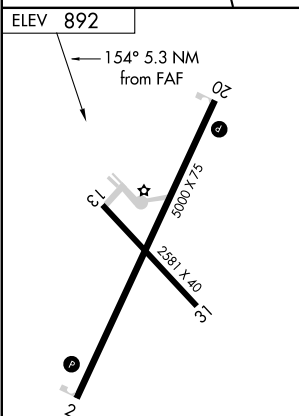
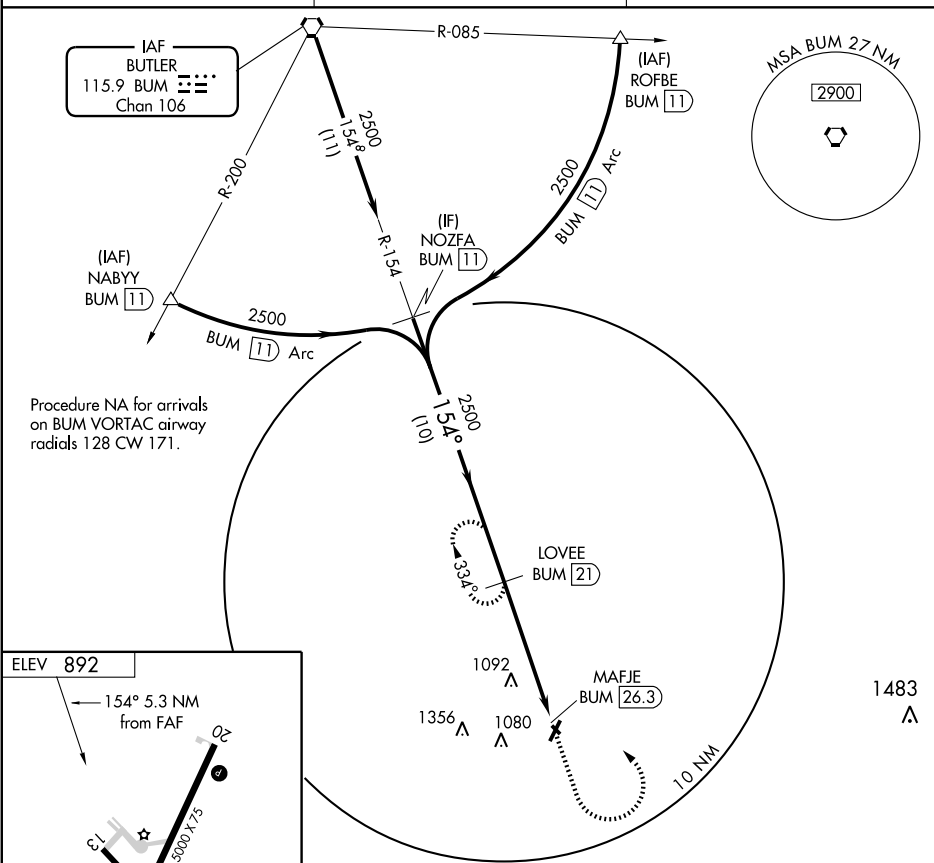
NA When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all MDA 120 feet.
Circling NA to Rwy 13-31.

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE/21 DME and hold.

AWOS-3
119.175

KANSAS CITY CENTER
125.55 327.0

UNICOM
122.8 (CTAF) 0



NOZFA BUM (11)		LOVEE BUM (21)		2500	LOVEE BUM (21)
2500		154°		2500	MAFJE BUM (26.3)
Procedure Turn NA		10 NM		5.3 NM	
CATEGORY	A	B	C	D	
CIRCLING	1360-1 468 (500-1)	1360-1¼ 468 (500-1¼)	1360-1½ 468 (500-1½)	NA	

MIRL Rwy 2-20 0
REIL Rws 2 and 20 0

NEVADA, MISSOURI

Amdt 2 23SEP10

37°51'N-94°18'W

NEVADA MUNI (NVD)
VOR/DME-A

NC-3, 21 OCT 2010 to 18 NOV 2010

NEVADA MUNI (NVD) 3 NE UTC-6(-5DT) N37°51.12' W94°18.29'

892 B S2 FUEL 100LL JET A NOTAM FILE COU

Rwy 02-20: H5000X75 (CONC) S-35, D-48 MIRL

Rwy 02: REIL. PAPI(P4L)—GA 3.0° TCH 34'.

Rwy 20: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees.

Rwy 13-31: H2581X40 (ASPH-DIRT) S-19

Rwy 13: Tree.

Rwy 31: Trees.

AIRPORT REMARKS: Attended 1330Z±dusk. Crop dusting and ultralight acft on and in vol of arpt. Wildlife on and in vicinity of rwy dusk-dawn. Rwy 13-31 pavement cracked with loose asph chips and vegetation growing in cracks. Rwy 13-31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02-20 various locations with grass and weeds growing through cracks. ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (417) 448-1635.

COMMUNICATIONS: CTAF/UNICOM 122.8

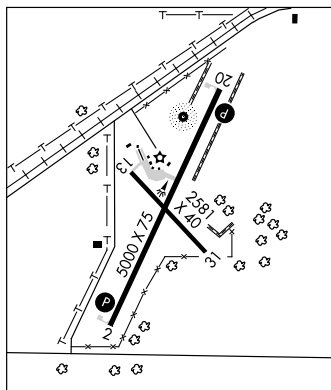
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33'
W94°29.29' 154° 26.6 NM to fld. 890/7E. **HIWAS.**

NDB (MHW) 209 EAD N37°51.54' W94°18.16' at fld.

NDB unusable by 15 NM.



KANSAS CITY

H-5C, L-16F

IAP

NEW MADRID

COUNTY MEM (EIW) 4 SW UTC-6(-5DT) N36°32.12' W89°35.98'

296 B FUEL 100LL NOTAM FILE STL

Rwy 18-36: H3200X60 (ASPH) MIRL

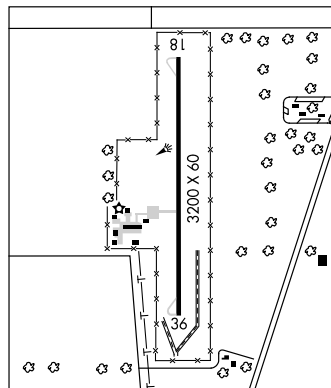
AIRPORT REMARKS: Attended Apr-Sep, Mon-Fri, 1400-2330Z±, Oct-Mar, Mon-Fri, 1400-2230Z±, Jan-Dec, Sat-Sun, 1500-2230Z±. For svc after hrs, call arpt manager at 573-688-5058 or 573-934-3734. Crop dusting acft on and in vicinity of arpt. MIRL Rwy 18-36 preset on med ints, to increase ints and ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.

Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'
W89°54.69' 091° 15.1 to fld. 280/3E



ST LOUIS

L-16H

IAP

NOAH N38°38.23' W92°14.69' NOTAM FILE JEF.

NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem.

KANSAS CITY

L-27B

NORTH CENTRAL MISSOURI RGNL (See BROOKFIELD)

NORTHWEST MISSOURI RGNL (See MARYVILLE)

OBLIO N38°48.02' W90°28.48' NOTAM FILE STL.

NDB (LOM) 338 LM 122° 5.8 NM to Lambert-St Louis Intl.

ST LOUIS

L-27B, A

OMAR N BRADLEY (See MOBERLY)

WAAS CH 82114 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	3200 295 296
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RNAV (GPS) RWY 18

NEW MADRID/COUNTY MEMORIAL (EIW)

▼ Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

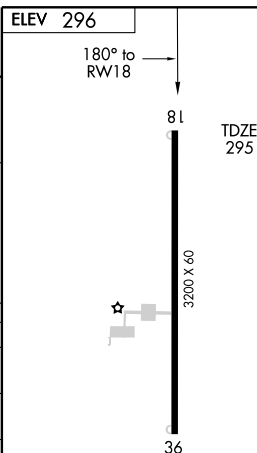
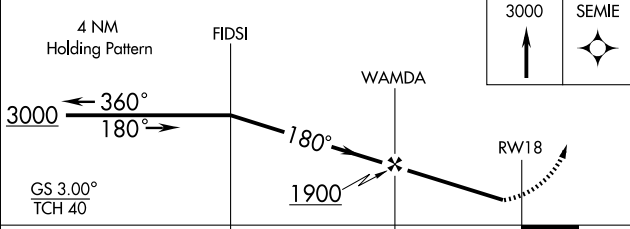
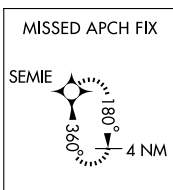
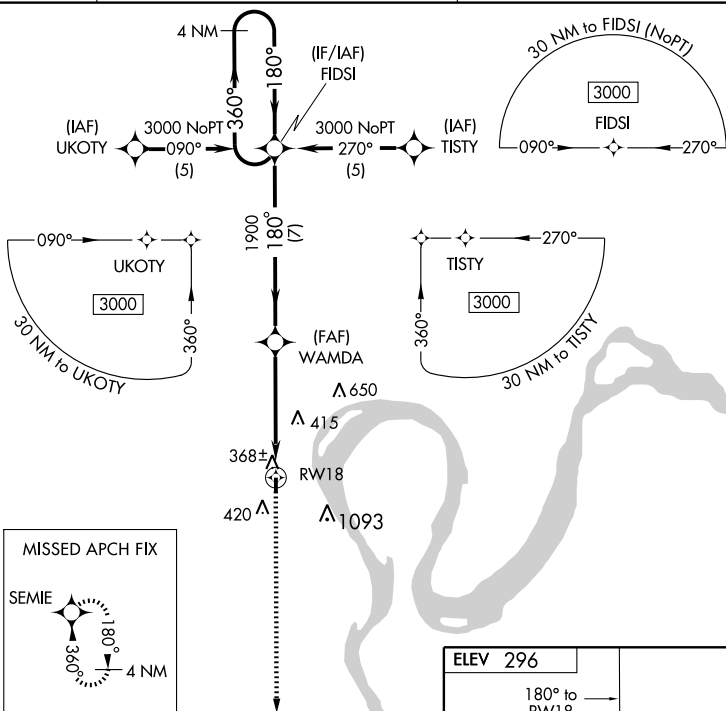
▲ NA

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

DYERSBURG AWOS-3
135.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)	NA	
LNAV/VNAV DA	1016-2½	721 (800-2½)	NA	
LNAV MDA	800-1	505 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

WAAS CH 56414 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	3200 296 296
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RNAV (GPS) RWY 36

NEW MADRID/COUNTY MEMORIAL (EIW)

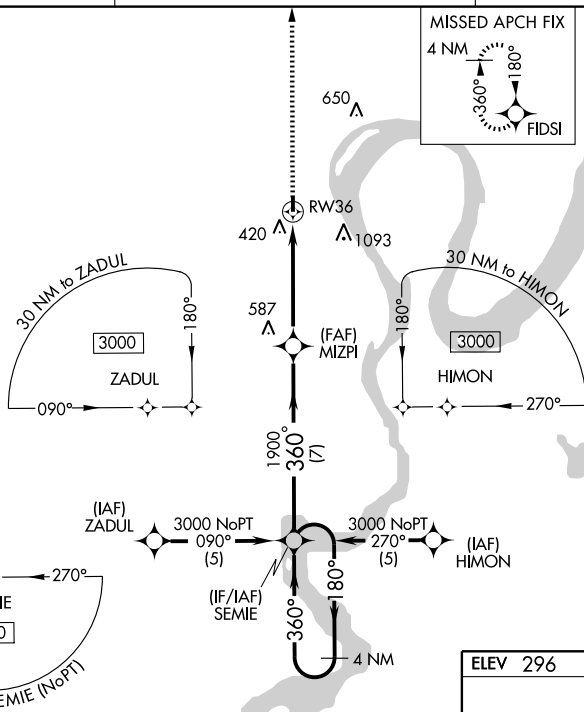
▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

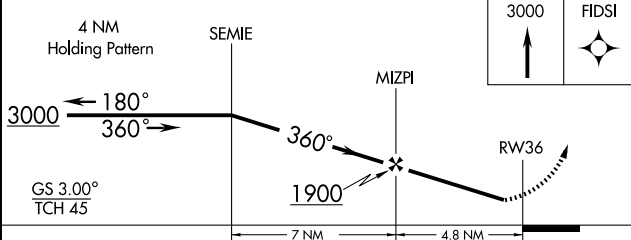
DYERSBURG AWOS-3
135.625

MEMPHIS CENTER
133.65 292.15

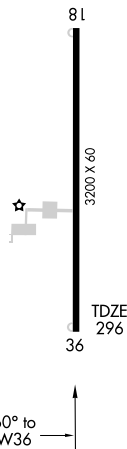
UNICOM
122.8 (CTAF) 0



ELEV 296



CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)	NA	NA
LNAV/VNAV DA	900-2¼	604 (700-2¼)	NA	NA
LNAV MDA	820-1	524 (600-1)	NA	NA
CIRCLING	860-1	564 (600-1)	NA	NA



VORTAC MAW 111.2 Chan 49	APP CRS 091°	Rwy Idg TDZE Apt Elev	N/A N/A 296
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VOR/DME-A

NEW MADRID/COUNTY MEMORIAL (EIW)

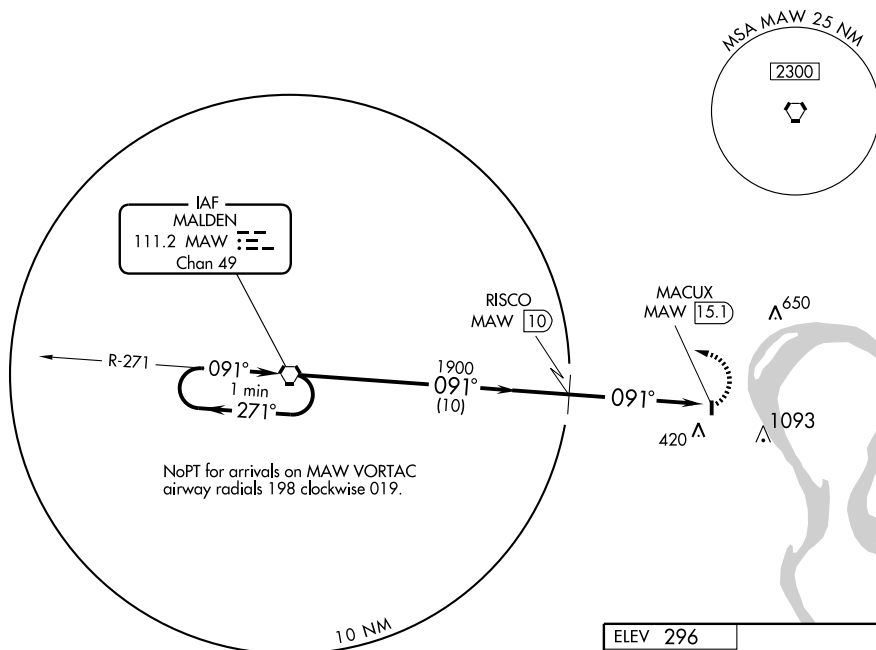
- ▼ Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.
- ▲ NA

MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

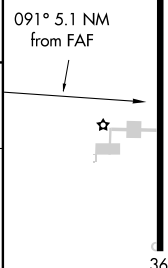
DYERSBURG AWOS-3
135.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) **0**



ELEV 296

One Minute
Holding Pattern

VORTAC

RISCO
MAW 10

2100

271°

091°

091°

1900

MACUX
MAW 15.1

10 NM

5.1 NM

CATEGORY	A	B	C	D
CIRCLING	1200-1¼	904 (1000-1¼)	NA	

MIRL Rwy 18-36 **0**

OSAGE BEACH

GRAND GLAIZE—OSAGE BEACH (K15) 1 SW UTC-6(-5DT) N38°06.63' W92°40.83'

KANSAS CITY

875 B FUEL 100LL NOTAM FILE COU

L-166

RWY 14-32: H3205X60 (ASPH-RFSC) S-15 MIRL (NSTD) 0.6% up NW

IAP

RWY 14: Trees. RWY 32: PAPI(P4L)—GA 3.5° TCH 46'. Trees.

AIRPORT REMARKS: Attended Apr-Sep Sat-Thur 1400-0000Z, Fri 1400-0200Z, Oct-Mar 1400-0000Z, Oct-Apr Mon-Wed 1400-2300Z, Thur-Sun 1400-0000Z. Rwy 14-32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573-302-2003. Deer on and in/ovf rwy and taxiways dusk and after dark. NSTD rwy safety area grading byd each rwy end, large drop offs and rolling terrain. Rwy 14-32 NSTD MIRL, incorrect spacing of thld lgts at Rwy 32 end. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 32-CTAF.

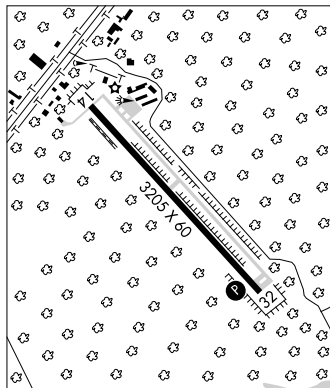
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MIZZU APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44'

W92°36.15' 314° 5.6 NM to fld. 910/5E



TAN TAR A RESORT SPB (19T) 6 N UTC-6(-5DT) N38°08.00' W92°44.01'

KANSAS CITY

659 FUEL MOGAS NOTAM FILE COU

WATERWAY NW-SE: 13000X1200 (WATER)

SEAPLANE REMARKS: Unattended. Waterways NW and SE, trees and bluffs all quadrants. No buoys showing ldg areas.

Heavy boat tfc Apr thru Oct. Waterways NW and SE rough sfc conditions Apr-Oct.

COMMUNICATIONS: CTAF 122.9

OSCEOLA MUNI (3MO) 2 S UTC-6(-5DT) N38°01.12' W93°41.59'

KANSAS CITY

900 NOTAM FILE COU

RWY 18-36: 2430X74 (TURF-GRVL) LIRL (NSTD)

RWY 18: Fence. RWY 36: Thld dsplcd 300'. Trees.

AIRPORT REMARKS: Unattended. Rwy 18-36 south end 800' very soft turf after rain and in spring. Rwy 18-36 rough and uneven. NSTD Rwy safety area beyond Rwy 18 end, insufficient length and fence. Perpendicular twy not intended for landing. Private E/W twy at Rwy 18 thld. Rwy 18 marked with large yellow cones. Dsplcd thld marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld dalgt use only; dsplcd thld +3' higher than rwy end thld. Rwy 18-36 NSTD LIRL, Rwy 18-6 green thld lgts; Rwy 36-6 green thld lgts; no dsplcd thld lgts. Rwy lighting system in poor condition with many broken and missing edge and thld lgts. ACTIVATE LIRL Rwy 18-36—122.8.

COMMUNICATIONS: CTAF 122.9

OWEN FLD (See SEYMOUR)

APP CRS **140°**
Rwy Idg **3205**
TDZE **875**
Apt Elev **875**

RNAV (GPS) RWY 14

OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)



NA

Use Lee C. Fine Memorial altimeter setting.

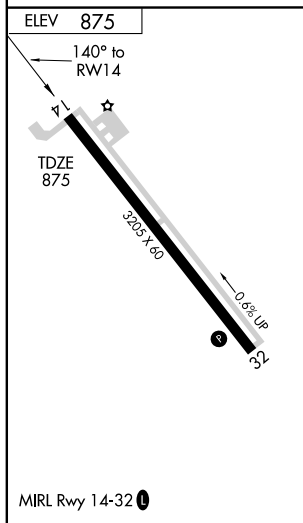
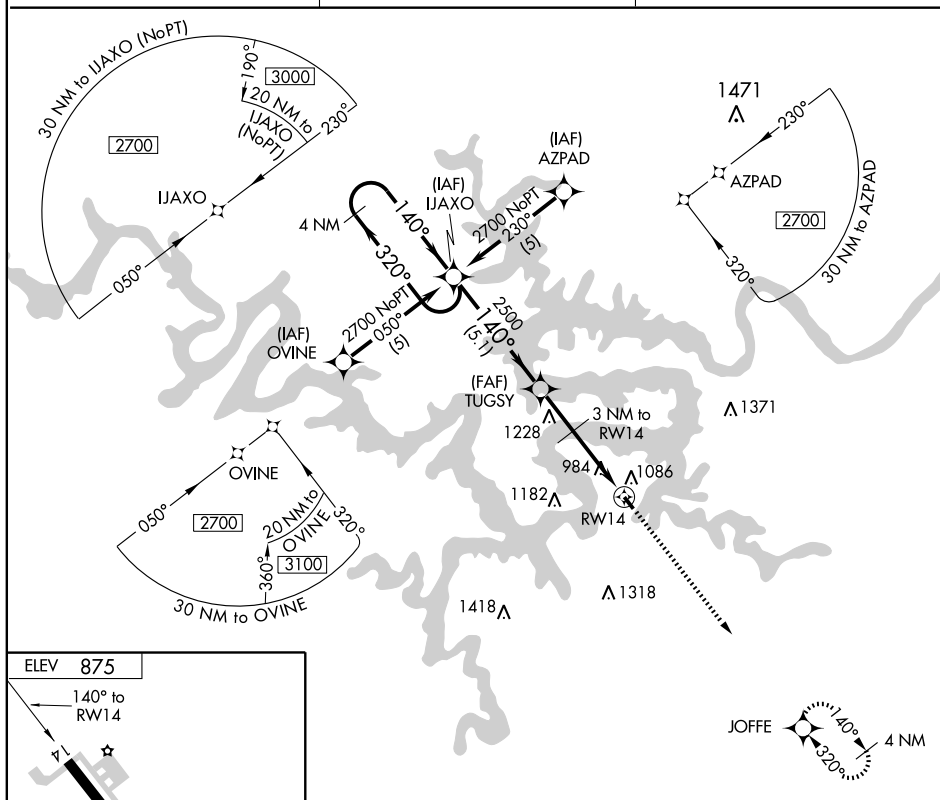
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

KAISER (LAKE OZARK) AWOS-3
135.325

MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF)



4 NM Holding Pattern				2700	JOFFE
IJAXO				↑ 140°	
TUGSY				3.04° TCH 40	
3 NM to RWY 14				1880	
RWY 14					
5.1 NM					
1.9 NM					
3 NM					
CATEGORY	A	B	C	D	
LNAV MDA	1400-1	525 (600-1)	NA		
CIRCLING	1460-1	585 (600-1)	NA		

APP CRS
320°Rwy Idg **3205**
TDZE **875**
Apt Elev **875****RNAV (GPS) RWY 32**

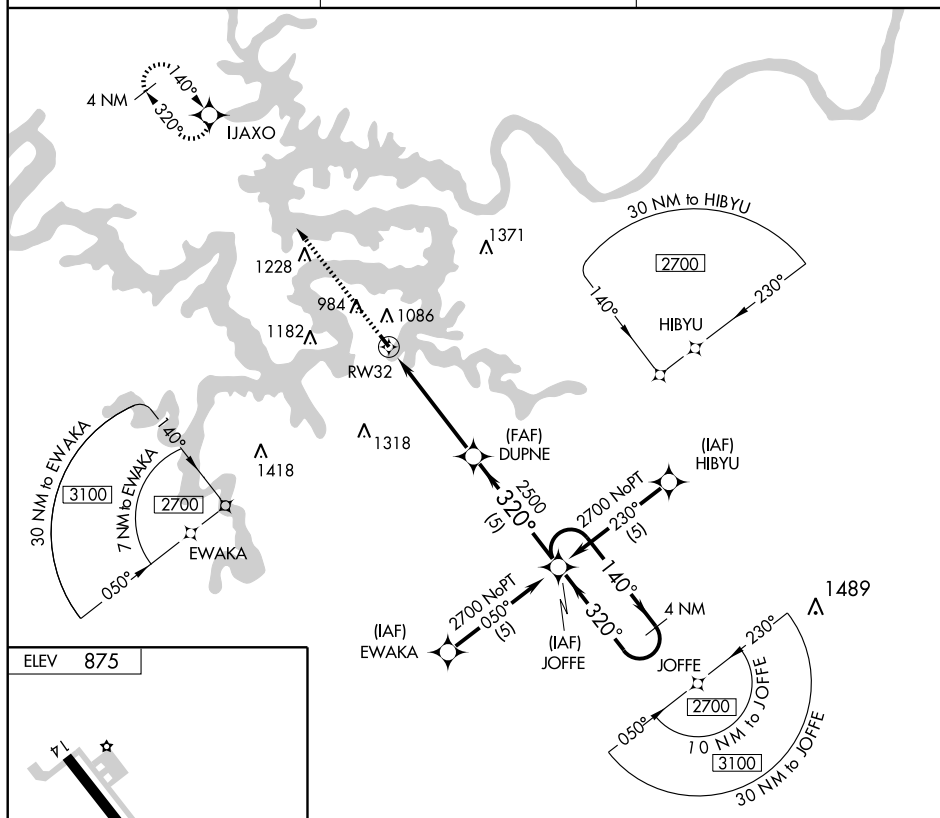
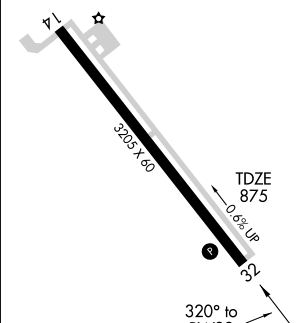
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)



Use Lee C. Fine Memorial altimeter setting.

NA

GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 320° course to IJAXO
WP and hold.KAISER (LAKE OZARK) AWOS-3
135.325MIZZU APP CON
124.1 353.7UNICOM
122.8 (CTAF) 0ELEV **875**MIRL Rwy 14-32 **0**OSAGE BEACH, MISSOURI
Orig 07186OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)
38° 07'N - 92° 41'W**RNAV (GPS) RWY 32**

2700 IJAXO ↑ 320°		4 NM Holding Pattern	
RW32 3.04° TCH 40		JOFFE 2700 140° → ← 320°	
DUPNE 2500		VGSI and descent angles not coincident.	
CATEGORY	A	B	C D
LNAV MDA	1360-1	485 (500-1)	NA
CIRCLING	1460-1	585 (600-1)	NA

VOR/DME SHY
108.4
Chan **21**

APP CRS
313°

Rwy Idg
TDZE
Apt Elev
3205
875

VOR RWY 32

OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

Use Lee C. Fine Memorial altimeter setting.

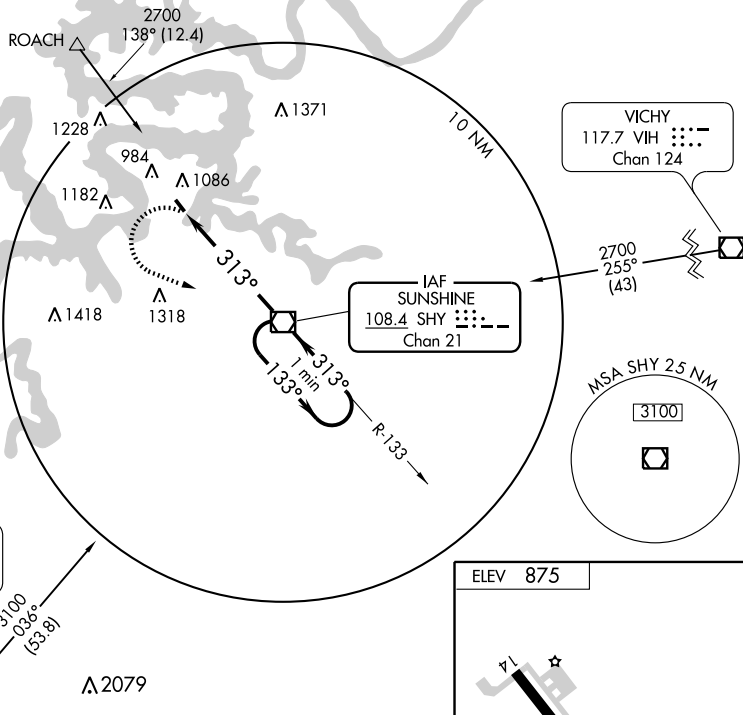
NA

MISSED APPROACH: Climbing left turn to 2700
direct SHY VOR/DME and hold.

KAISER (LAKE OZARK) AWOS-3
135.325

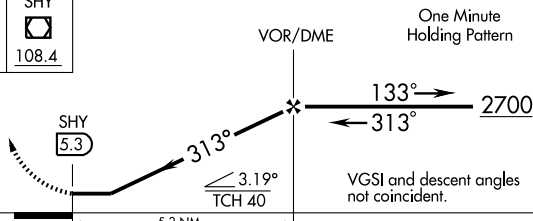
MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF) 0



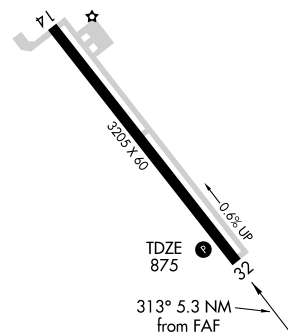
SPRINGFIELD
116.9 SGF
Chan 116

2700 SHY
108.4



CATEGORY	A	B	C	D
S-32	1320-1 445 (500-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

ELEV 875



MIRL Rwy 14-32 0

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

PERRINE N37°45.84' W90°25.72' NOTAM FILE FAM.
 NDB (MHW) 367 PRI at Farmington Rgnl. Unmonitored.

ST LOUIS
 L-16H

PERRYVILLE MUNI (K02) 9 N UTC-6(-5DT) N37°52.12' W89°51.73'
 372 B S2 NOTAM FILE STL
RWY 02-20: H7003X100 (CONC) S-28, D-48 MIRL
RWY 02: REIL. Thld displcd 520'. Road.
RWY 20: REIL. PAPI(P2L).

ST. LOUIS
 H-5D, L-16H
 IAP

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z±, Sat-Sun 1400-2000Z±. Transient acft use facilities on west side of rwy. High performance military jet acft production test flying during daylight hours; cables may be across rwy at these times. Cables are located approximately 1,800' south of Rwy 20 thld and 1,800' north of Rwy 02 thld. Check NOTAMS and ask UNICOM opr for current rwy situation. NSTD rwy safety area byd Rwy 20 end, incorrect terrain grades and crops. REIL located at rwy thld, not at displcd thld. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 02-20, PAPI Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

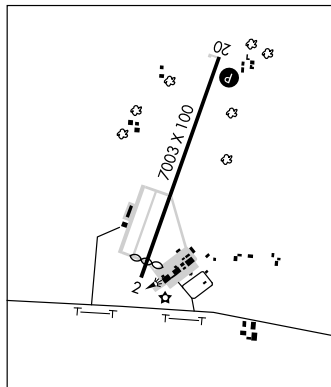
FARMINGTON RCO 122.3 (ST LOUIS RADIO)

FARMINGTON RCO 122.1R 115.7T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41'
 W90°14.04' 055° 21.2 NM to fld. 1220/1E. HIWAS.



WAAS CH 93618 W02A	APP CRS 017°	Rwy Idg 6483 TDZE 371 Apt Elev 372
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RNAV (GPS) RWY 2

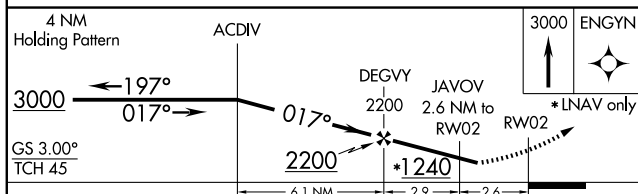
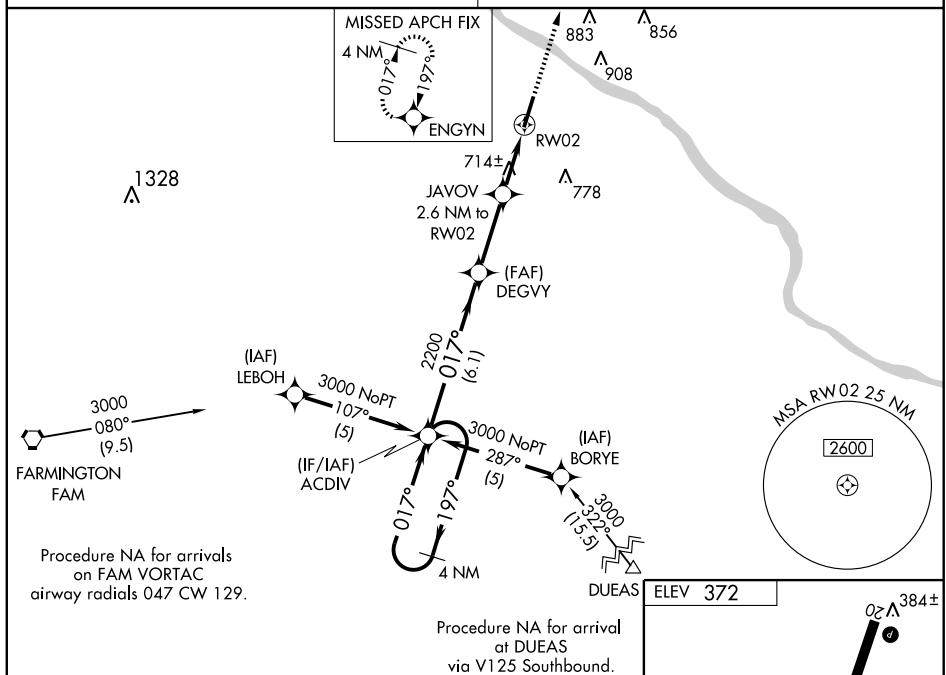
PERRYVILLE MUNI (K02)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all DA/MDA 100 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV NA when using Cape Girardeau altimeter setting. When VGSI inoperative, Circling Rwy 20 NA at night.

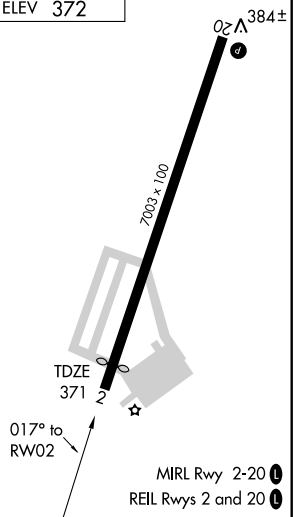
MISSED APPROACH:
Climb to 3000 direct ENGYN and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0

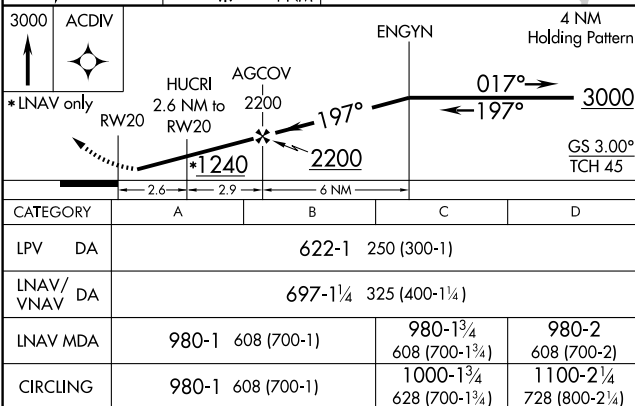
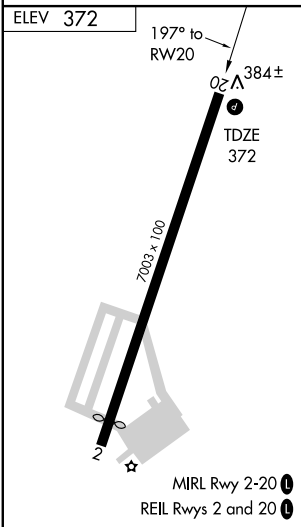


CATEGORY	A	B	C	D
LPV DA	1114-2¾ 743 (800-2¾)			
LNAV/VNAV DA	1187-3 816 (900-3)			
LNAV MDA	980-1 609 (700-1)	980-1¾ 609 (700-1¾)	980-2 609 (700-2)	
CIRCLING	980-1 608 (700-1)	1000-1¾ 628 (700-1¾)	1100-2¼ 728 (800-2¼)	



RNAV (GPS) RWY 20
PERRYVILLE MUNI (K02)

MISSED APPROACH:
Climb to 3000 direct
ACDIV and hold.

UNICOM
122.8 (CTAF) **L**

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

VORTAC FAM 115.7 Chan 104	APP CRS 056°	Rwy Idg TDZE Apt Elev	N/A N/A 372
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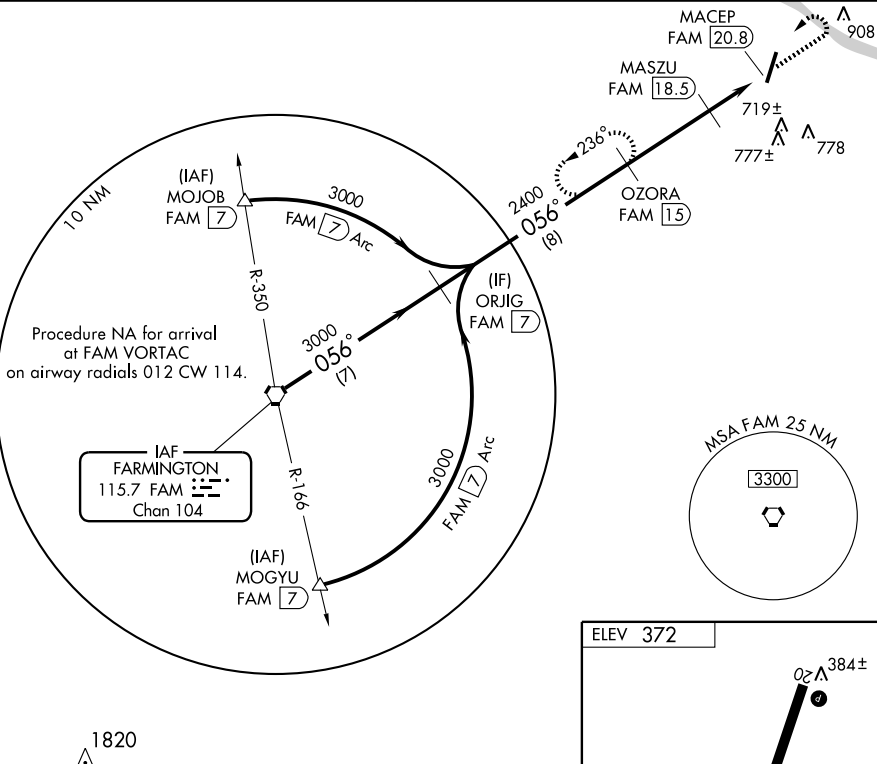
VOR/DME-A
PERRYVILLE MUNI (K02)

NA When VGSI inoperative, Circling Rwy 20 NA at night. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all MDA 100 feet and increase Circling Cat C and D visibility ½ mile.

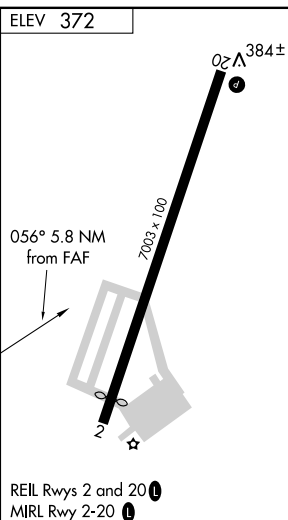
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM VORTAC R-056 to OZORA/15 DME and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



Procedure Turn NA	VORTAC	ORJIG FAM 7	OZORA FAM 15	1500	2400	OZORA FAM 15
3000	056°	3000	056°	MASZU FAM 18.5	MACEP FAM 20.8	
*1240 when using Cape Girardeau altimeter setting.		2400	*1140			
	7 NM	8 NM	3.5 NM	2.3 NM		
CATEGORY	A	B	C	D		
CIRCLING	1040-1 668 (700-1)	1040-1¼ 668 (700-1¼)	1040-1¾ 668 (700-1¾)	1100-2¼ 728 (800-2¼)		



PIEDMONT MUNI (PYN) 2 SW UTC-6(-5DT) N37°07.57' W90°42.81'

KANSAS CITY

467 B FUEL 100LL NOTAM FILE STL

L-16H

RWY 03-21: H3300X60 (ASPH) S-12.5 MIRL

RWY 03: REIL. Trees. Rgt tfc. RWY 21: REIL. Trees.

AIRPORT REMARKS: Unattended. For fuel call 573-223-4300. Rwy 03-21 CLOSED SS-SR. Birds and wildlife on and in/ov arpt. Last 35' of turnaround at SE twy not usable, pilots of low wing acft use care. Rotating bcn OTS indef. MIRL 03-21 OTS indef. MIRL Rwy 03-21 preset on med ints and REIL Rwy 03 and Rwy 21 opr dusk-0800Z†, to increase ints MIRL Rwy 03-21 ACTIVATE—CTAF. After 0800Z† ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.475 (573) 223-2796.

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM freq not monitored.

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14.04' 214° 40.0 NM to fld. 1220/1E.

HIWAS. VASI Rwy 21 opr 24 hrs.

PLATTSBURG AIRPARK (5MO) 2 N UTC-6(-5DT) N39°35.68' W94°27.69'

KANSAS CITY

1020 S4 NOTAM FILE COU

RWY 18-36: 2100X20 (ASPH-TURF)

RWY 18: Fence. RWY 36: Trees.

AIRPORT REMARKS: Attended dawn-dusk. Wildlife on and in/ov arpt, large flocks of geese on lake. Rwy 18-36 asphalt width variance 6-20'. Rwy 18-36 south 510' and north 70' of turf in good condition, asphalt has potholes with loose aggregate and vegetation growing in cracks.

COMMUNICATIONS: CTAF 122.9

POINT LOOKOUT N36°37.65' W93°13.80' NOTAM FILE COU.

KANSAS CITY

RCD 122.65 (COLUMBIA RADIO)

L-16F

POINT LOOKOUT

M. GRAHAM CLARK-TANEY CO (PLK) 1 NE UTC-6(-5DT) N36°37.56' W93°13.74'

KANSAS CITY

940 B S2 FUEL 100LL, JET A NOTAM FILE COU

L-16F

RWY 11-29: H3738X100 (ASPH-GRVD) S-70, D-100 MIRL

IAP

RWY 11: REIL. Thld dsplcd 113'.

RWY 29: REIL. VASI(V4R)—GA 3.0° TCH 52'. Thld dsplcd 86'.

AIRPORT REMARKS: Attended Sep-May 1300-0100Z†, Jun-Aug 1300-0300Z†. Deer on and in/ov arpt. Student training activities in the area. Branson Arpt attractions near arpt. General aviation svcs E end of airfield. Private air ambulance helicopter parking on east side of general aviation terminal. No safety/overrun areas at rwy ends—large drop-offs. Steep terrain gradients along rwy pavement edges. Rwy 11 REIL located at dsplcd thld. Rwy 29 REIL located at dsplcd thld. ACTIVATE MIRL Rwy 11-29, VASI Rwy 29, REIL Rwy 11 and Rwy 29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

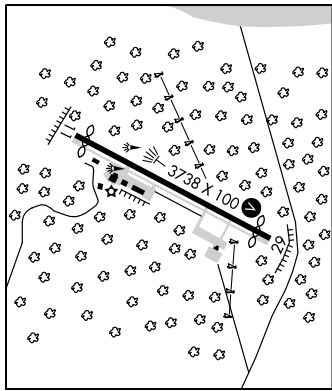
POINT LOOKOUT RCD 122.65 (COLUMBIA RADIO)

® SPRINGFIELD APP/DEP CON 126.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41'

W92°52.62' 210° 29.2 NM to fld. 1600/6E.



APP CRS 116°	Rwy Idg TDZE Apt Elev	3625 938 938
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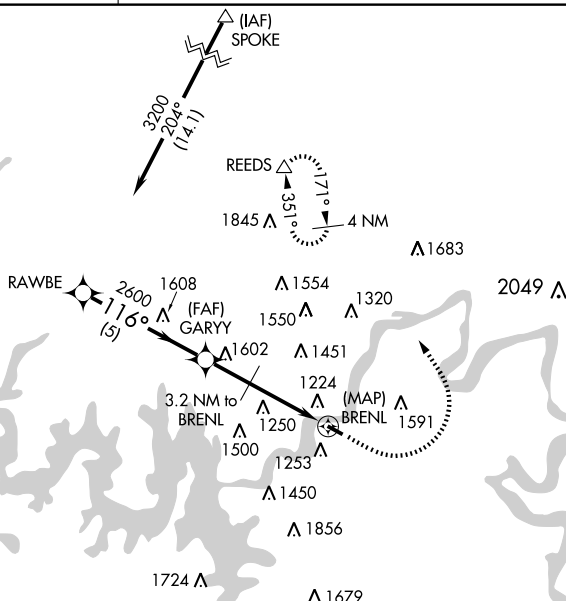
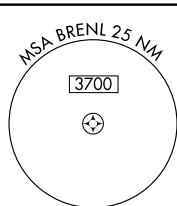
GPS RWY 11

POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

T Obtain local altimeter on CTAF; when not received
A_{NA} use Springfield altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.

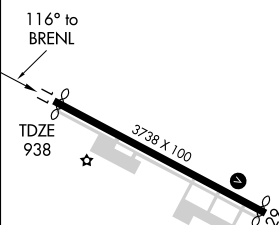
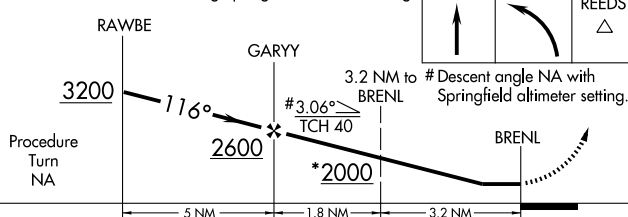
SPRINGFIELD APP CON
126.35

UNICOM
122.7 (CTAF) **L**

Procedure NA for arrival at HARKS via V72 southwestbound,
and for arrival at SPOKE via V71 northbound.

ELEV 938

* 2100 when using Springfield altimeter setting.



CATEGORY	A	B	C	D
S-11	1520-1	582 (600-1)	1520-1½ 582 (600-1½)	NA
CIRCLING	1600-1	662 (700-1)	1600-1¾ 662 (700-1¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-11	1660-1	722 (800-1)	1660-2 722 (800-2)	NA
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2 ¼ 802 (900-2 ¼)	NA

REIL Rwy 11 and 29 **L**
MIRL Rwy 11-29 **L**

POINT LOOKOUT, MISSOURI

Orig-C 09127

POINT LOOKOUT/ M. GRAHAM CLARK-TANEY COUNTY (PLK)

36°38'N-93°14'W

GPS RWY 11

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

VORTAC DGD **109.4**
Chan **31**

APP CRS **293°**

Rwy Idg **3652**
TDZE **938**
Apt Elev **938**

VOR/DME RNAV or GPS RWY 29

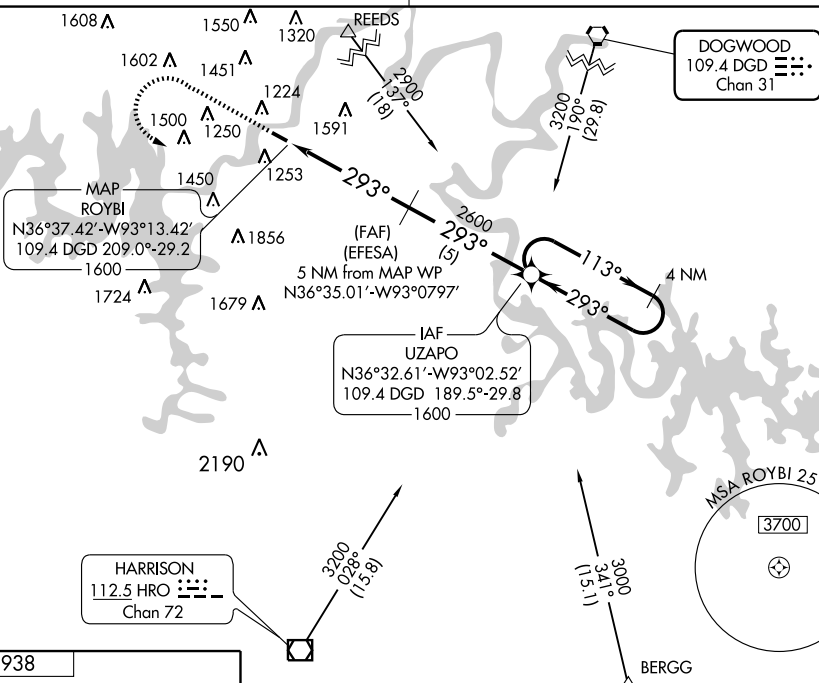
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON
126.35

UNICOM
122.7 (CTAF)



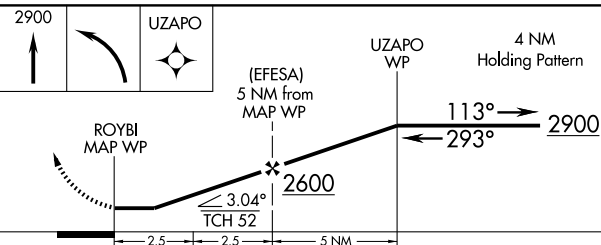
ELEV 938

REIL Rwy 11 and 29
MIRL Rwy 11-29

POINT LOOKOUT, MISSOURI

Amdt 2B 09127

36°38'N-93°14'W



CATEGORY	A	B	C	D
S-29	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
CIRCLING	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA

SPRINGFIELD ALTIMETER SETTING MINIMUMS

S-29	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA
CIRCLING	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA

POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

VOR/DME RNAV or GPS RWY 29

POPLAR BLUFF MUNI (POF) 3 E UTC-6(-5DT) N36°46.44' W90°19.49'

ST LOUIS

H-6J, L-16H

IAP

331 B S2 FUEL 100LL, JET A NOTAM FILE POF

RWY 18-36: H5008X100 (ASPH-CONC) S-16 MIRL (NSTD)

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Trees.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40'. Thld dspcd 300'. Trees.

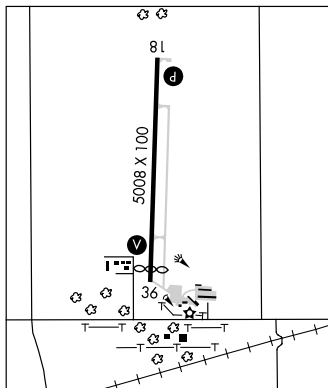
AIRPORT REMARKS: Attended 1300-2200Z. Crop dusting on and in/ov arpt from Mar to Aug. Rwy 18-36 first 1000' of Rwy 18 is conc remainder is asph. Rwy 18-36 dspcd thld lgts set at 300' fm rwy end. NSTD Rwy 36 marking, incorrect spacing of dspcd thld markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to Rwy 36 end from apron. ACTIVATE MIRL Rwy 18-36 and VASI Rwy 36 and PAPI Rwy 18—CTAF.

WEATHER DATA SOURCES: ASOS 124.225 (573) 778-9172.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**MALDEN (L) VORTAC** 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 300° 23.9 NM to fld. 280/3E.

EARLI NDB (MHW/LOM) 278 FD N36°40.14' W90°19.70'

359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.

SDF 108.7 **FDI** Rwy 36. **LOM EARLI NDB.** Backcourse unusable.**POTOSI****WASHINGTON CO** (8WC) 3 E UTC-6(-5DT) N37°55.75' W90°43.89'

ST LOUIS

L-16H

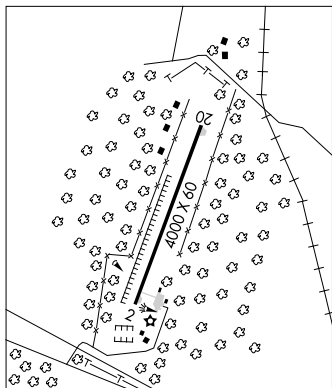
IAP

959 B FUEL 100LL, JET A NOTAM FILE STL

RWY 02-20: H4000X60 (ASPH) S-11 MIRL 0.3% up S.

RWY 02: Trees. Rgt tfc. RWY 20: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z. For fuel after hrs call number posted by outside phone. FBO and fuel located at south apron. Wildlife on and in/ov arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02-20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02-20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE FAM.**FARMINGTON (H) VORTAC** 115.7 FAM Chan 104 N37°40.41'W90°14.04' 302° 28.2 NM to fld. 1220/1E. **HIWAS.****PRINCETON-KAUFFMAN MEM** (7MO) 2 NW UTC-6(-5DT) N40°25.26' W93°35.97'

OMAHA

858 NOTAM FILE COU

RWY 18-36: 2475X100 (TURF)

RWY 18: Tree. RWY 36: Thld dspcd 200'. Tree.

AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660-748-4375. 45' utility lines 1300' south of Rwy 36 thld. Rwy soft in spring and fall. Wildlife on and in/ov arpt. Rwy thlds line of sight obstructed by changes in terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy 18-36 marked with large yellow cones, dspcd thld Rwy 36 marked with 3 large yellow cones on each side of rwy. Rwy 36 dspcd thld is 3' higher than rwy end.

COMMUNICATIONS: CTAF 122.9**RANKIN**

(See MARYVILLE)

WAAS CH 97499 W18A	APP CRS 181°	Rwy Idg TDZE 331 Apt Elev 331
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RNAV (GPS) RWY 18

POPLAR BLUFF MUNI (POF)

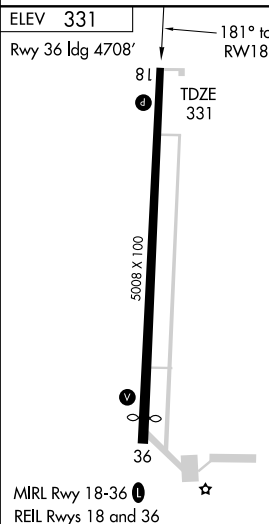
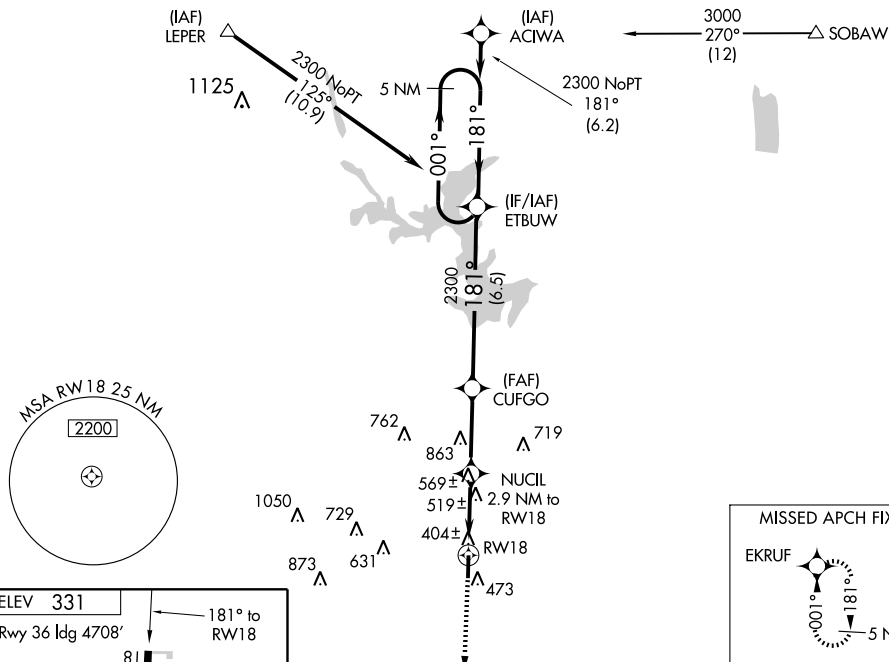
▼ Baro-VNAV NA when using Cape Girardeau altimeter setting.
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS
124.225

MEMPHIS CENTER
120.075 289.4

UNICOM
123.0 (CTAF) 0



2300	EKRUF	VGSI and RNAV glidepath not coincident.			5 NM Holding Pattern
		NUCIL 2.9 NM to RW18	CUFGO	ETBUW	
*LNAV only			181°	001°	2300
		1300*	2300		GS 3.00° TCH 40
		2.9 NM	3.1 NM	6.5 NM	
CATEGORY	A	B	C	D	
LPV DA	634-1 303 (400-1)				
LNAV/VNAV DA	675-1¼ 344 (400-1¼)				
LNAV MDA	800-1	469 (500-1)	800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)	
CIRCLING	840-1	509 (600-1)	840-1½ 509 (600-1½)	900-2 569 (600-2)	

WAAS CH 56399 W36A	APP CRS 001°	Rwy Idg 4708 TDZE 331 Apt Elev 331
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RNAV (GPS) RWY 36

POPLAR BLUFF MUNI (POF)

▽ Baro-VNAV NA when using Cape Girardeau altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
 VDP NA when using Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

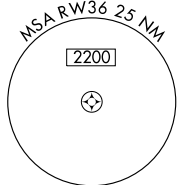
ASOS
124.225

MEMPHIS CENTER
120.075 289.4

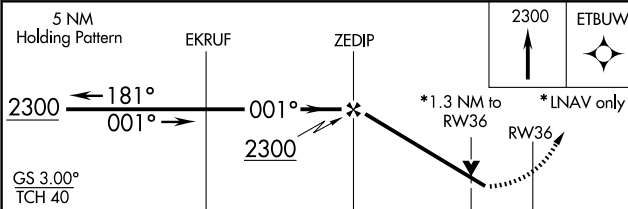
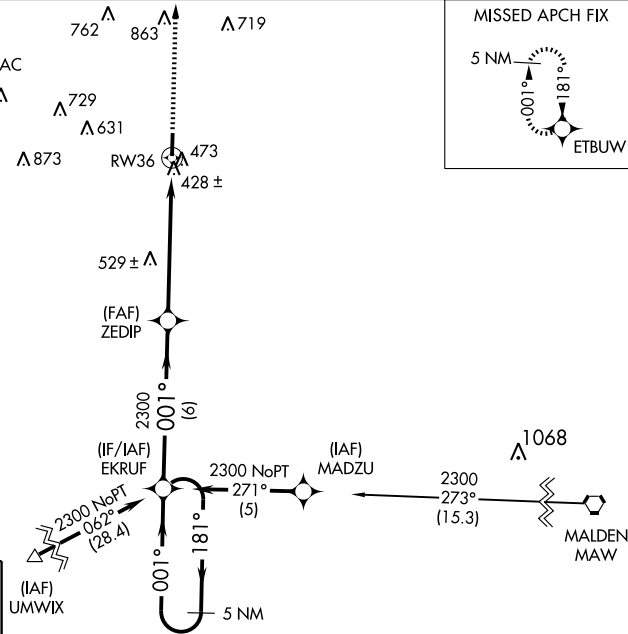
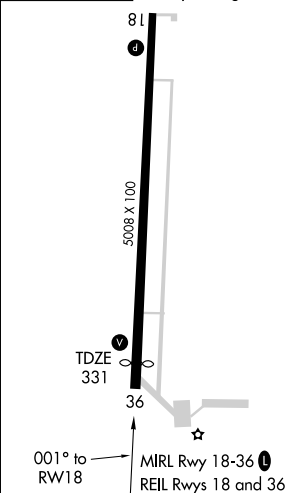
UNICOM
123.0 (CTAF) 0

Procedure NA for arrival at UMWIX on V69 southbound.
 Procedure NA for arrival on MAW VORTAC airway radials 239 CW 316.

MISSED APCH FIX



ELEV 331 Rwy 36 Idg 4708'



CATEGORY	A	B	C	D
LPV DA	669-1¼ 338 (400-1¼)			
LNAV/VNAV DA	773-1½ 442 (500-1½)			
LNAV MDA	780-1 449 (500-1)	780-1¼ 449 (500-1¼)	780-1½ 449 (500-1½)	780-1½ 449 (500-1½)
CIRCLING	840-1 509 (600-1)	840-1½ 509 (600-1½)	900-2 569 (600-2)	900-2 569 (600-2)

SDF FDI

108.7

APP CRS

358°Rwy Idg **4708**TDZE **330**Apt Elev **331**

SDF RWY 36

POPLAR BLUFF MUNI (POF')

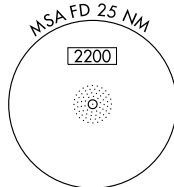
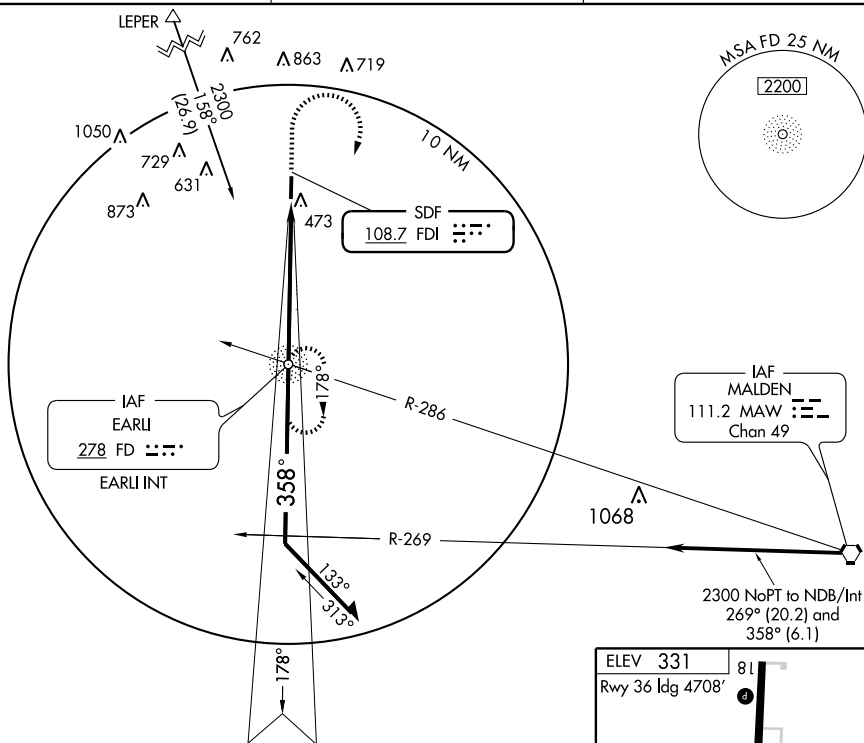


MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLY NDB/Int and hold.

ASOS
124.225

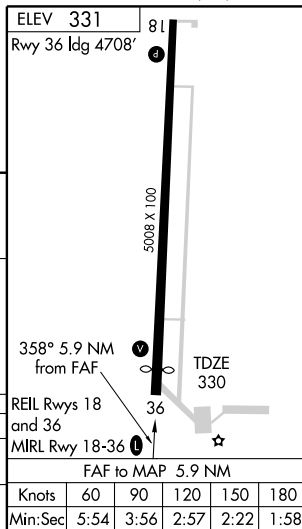
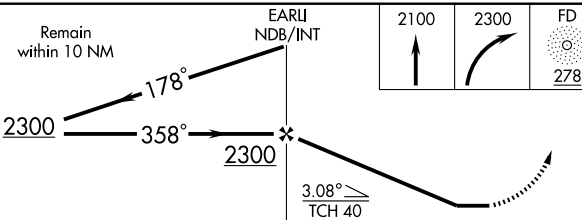
MEMPHIS CENTER
120.075 289.4

UNICOM
123.0 (CTAF) 0



IAF
MALDEN
111.2 MAW
Chan 49

2300 NoPT to NDB/Int
269° (20.2) and
358° (6.1)



CATEGORY	A	B	C	D
S-36	680-1	350 (400-1)		680-1 1/4 350 (400-1 1/4)
CIRCLING	840-1	509 (600-1)	840-1 1/2 509 (600-1 1/2)	900-2 569 (600-2)

POPLAR BLUFF MUNI (POF) 3 E UTC-6(-5DT) N36°46.44' W90°19.49'

ST LOUIS

H-6J, L-16H

IAP

331 B S2 FUEL 100LL, JET A NOTAM FILE POF

RWY 18-36: H5008X100 (ASPH-CONC) S-16 MIRL (NSTD)

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Trees.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40'. Thld dspcd 300'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z. Crop dusting on and in/ov arpt from Mar to Aug. Rwy 18-36 first 1000' of Rwy 18 is conc remainder is asph. Rwy 18-36 dspcd thld lgts set at 300' fm rwy end. NSTD Rwy 36 marking, incorrect spacing of dspcd thld markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to Rwy 36 end from apron. ACTIVATE MIRL Rwy 18-36 and VASI Rwy 36 and PAPI Rwy 18—CTAF.

WEATHER DATA SOURCES: ASOS 124.225 (573) 778-9172.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 120.075

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

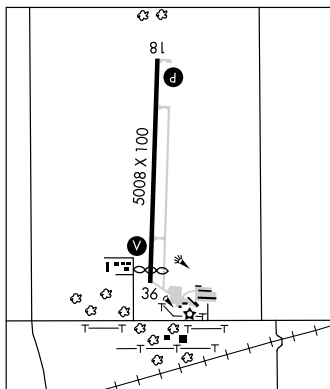
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 300° 23.9 NM to fld. 280/3E.

EARLI NDB (MHW/LOM) 278 FD N36°40.14' W90°19.70'

359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.

SDF 108.7 FDI Rwy 36. LOM EARLI NDB. Backcourse unusable.

**POTOSI****WASHINGTON CO** (8WC) 3 E UTC-6(-5DT) N37°55.75' W90°43.89'

ST LOUIS

L-16H

IAP

959 B FUEL 100LL, JET A NOTAM FILE STL

RWY 02-20: H4000X60 (ASPH) S-11 MIRL 0.3% up S.

RWY 02: Trees. Rgt tfc. RWY 20: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z. For fuel after hrs call number posted by outside phone. FBO and fuel located at south apron. Wildlife on and in/ov arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02-20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02-20—CTAF.

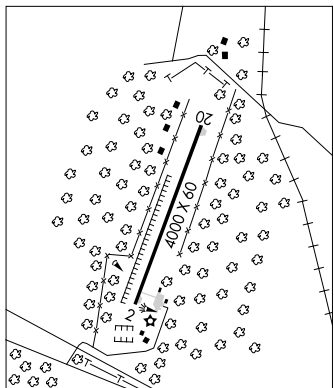
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41'

W90°14.04' 302° 28.2 NM to fld. 1220/1E. HIWAS.

**PRINCETON-KAUFFMAN MEM** (7MO) 2 NW UTC-6(-5DT) N40°25.26' W93°35.97'

OMAHA

858 NOTAM FILE COU

RWY 18-36: 2475X100 (TURF)

RWY 18: Tree. RWY 36: Thld dspcd 200'. Tree.

AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660-748-4375. 45' utility lines 1300' south of Rwy 36 thld. Rwy soft in spring and fall. Wildlife on and in/ov arpt. Rwy thlds line of sight obstructed by changes in terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy 18-36 marked with large yellow cones, dspcd thld Rwy 36 marked with 3 large yellow cones on each side of rwy. Rwy 36 dspcd thld is 3' higher than rwy end.

COMMUNICATIONS: CTAF 122.9

RANKIN (See MARYVILLE)

APP CRS	Rwy Idg	4000
031°	TDZE	959
	Apt Elev	959

RNAV (GPS) RWY 2

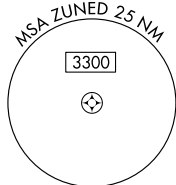
POTOSI/ WASHINGTON COUNTY (8WC)

▼ Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
▲ NA Use Farmington altimeter setting, if not received, use Lambert-St. Louis
 Intl altimeter setting and increase all MDAs 140 feet.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF)



▲ 1971

DELMA
 3500 187° (16.5)

5 NM
 019° 199°
 ZATUD

▲ 1425 **▲** 1634
 (MAP) ZUNED
 1348 ±
 1248
 031°
 (FAF) JINUX

3500 078° (26.1)
 (IAF) VUCUN

3500 NoPT 149° (5)

2800 059° (6.1)
 (IF/IAF) KIGBE
 059° 239°
 5 NM

ELEV 959

5 NM
 Holding Pattern

3500 ← 239° → 059° → KIGBE
 059° → JINUX
 2800 031° → ZUNED
 3.08° TCH 40
 6.1 NM 5 NM 0.5 NM

3100 ↑	YIKBU ✧	014° track	ZATUD ✧
-----------	------------	---------------	------------

20
 4000 X 40
 0.3% UP
 2
 TDZE 959

CATEGORY	A	B	C	D
RNAV MDA	1660-1	701 (800-1)	1660-2 701 (800-2)	NA
CIRCLING	1660-1	701 (800-1)	1660-2 701 (800-2)	NA

MIRL Rwy 2-20

APP CRS	Rwy Idg	4000
199°	TDZE	956
	Apt Elev	959

RNAV (GPS) RWY 20

POTOSI/ WASHINGTON COUNTY (8WC)

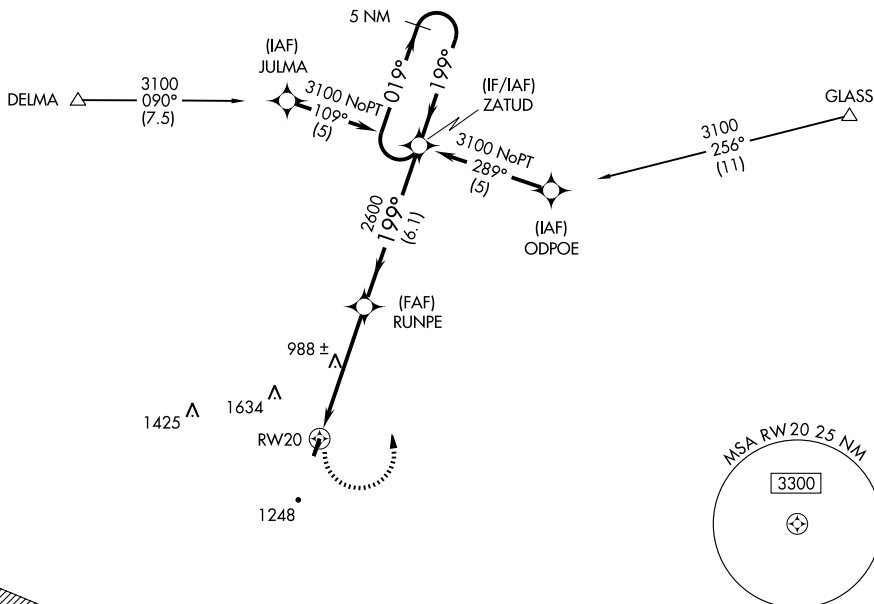
V DME/DME RNP- 0.3 NA. Circling NA west of Rwy 2-20.
Δ NA Use Farmington altimeter setting, if not received, use Lambert-St. Louis Int'l altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) 0

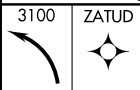
Procedure NA for arrivals at DELMA via V238 southwest bound.



SALEM MOA
 LINDBERGH A MOA

1659

SALEM MOA



RUNPE

ZATUD
 5 NM Holding Pattern

RW20

≤ 3.05°
 TCH 40

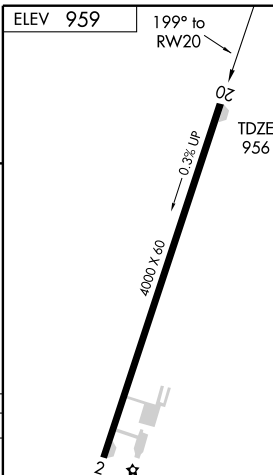
2600

199° 019° 3100

5 NM

6.1 NM

CATEGORY	A	B	C	D
RNAV MDA	1360-1	404 (500-1)	1360-1¼ 404 (500-1¼)	NA
CIRCLING	1560-1 601 (700-1)	1580-1 621 (700-1)	1620-1¾ 661 (700-1¾)	NA



MIRL Rwy 2-20 **0**

RICHLAND MUNI (MO1) 1 N UTC-6(-5DT) N37°52.49' W92°24.48'

KANSAS CITY

L-16G

1110 NOTAM FILE COU

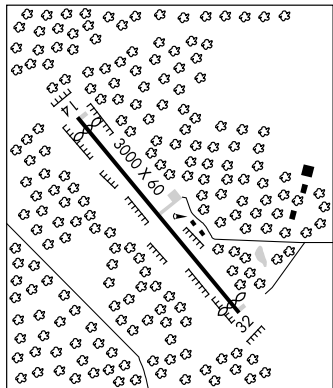
RWY 14-32: H3000X60 (ASPH) S-6 LIRL

RWY 14: Thld dspcd 170'. Trees.

RWY 32: Thld dspcd 130'. Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt.

Wildlife on and invof arpt. Turnoff lgts to ramp only. Golfers crossing rwy approximately 800' NW of Rwy 32 thld. ACTIVATE LIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE COU.MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45'
W91°47.32' 294° 34.0 NM to fld. 1370/6E. HIWAS.**RIVERSIDE** N39°07.22' W94°35.80' NOTAM FILE MKC.

KANSAS CITY

L-10J, A

(T) VOR/DME 111.4 RIS Chan 51 at Charles B. Wheeler Downtown. 740/5E.

VOR/DME unusable 090°-170° 320°-345°

VOR unusable byd 15 NM

ROLLA DOWNTOWN (K07) 3 SW UTC-6(-5DT) N37°56.14' W91°48.81'

KANSAS CITY

L-16G

IAP

987 NOTAM FILE COU

RWY 09-27: H3028X38 (ASPH) LIRL (NSTD) 0.3% up E

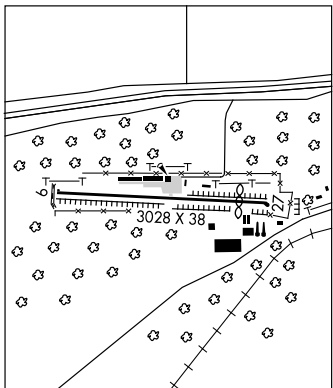
RWY 09: Trees.

RWY 27: Thld dspcd 445'. Tree.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Ultralight acft on and invof arpt. Rwy 09-27 line of sight obstructed by grade change in rwy. Tall brush located 70-125' S of rwy, fm Rwy 09 thld to access twy. Rwy 09-27 glassphalt coating deteriorating and glass chips are becoming loose. Tall weeds on rwy. Rwy 09-27 NSTD LIRL; Two green thld lgts Rwy 09; Two green thld lgts 10-15 feet west of dspcd thld bar Rwy 27; No dspcd thld lgts; Rwy edge lgts 35-40 feet from rwy edge. First 445 feet of Rwy 27 unlgtd. Rwy 27 dspcd thld elev 7 feet higher than rwy end elev; dalgt ops only. Rwy 09-27 NSTD LIRL OTS indef. ACTIVATE LIRL Rwy 09-27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25'
W91°42.41' 195° 14.0 NM to fld. 1110/6E.**ROLLA NATIONAL** (See ROLLA/VICHY)

VOR/DME VIH 117.7 Chan 124	APP CRS 195°	Rwy Idg TDZE Apt Elev	N/A N/A 987
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VOR/DME or GPS-A

ROLLA DOWNTOWN (K07)

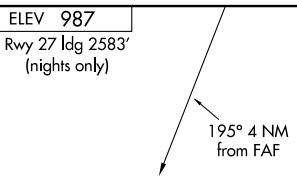
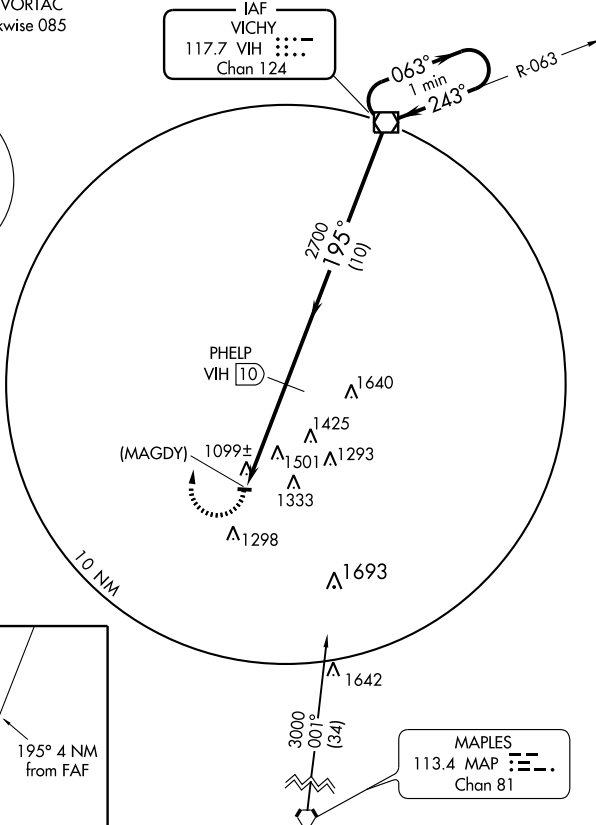
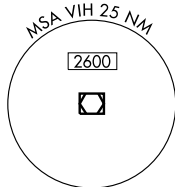
▼ Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet.
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.8 (CTAF) 0

NoPT for arrivals on VIH VORTAC
airway radials 315 clockwise 085



2700	VIH 117.7	PHelp VIH 10	VOR/DME	One Minute Holding Pattern
(MAGDY) VIH 14	2700	195°	063°	2700
2700	2700	243°	2700	
4 NM	10 NM			
CATEGORY	A	B	C	D
CIRCLING	1800-1 813 (900-1)	1840-1¼ 853 (900-1¼)	NA	

LIRL Rwy 9-27 0

ROLLA, MISSOURI

Amdt 2A 09071

37°56'N-91°49'W

ROLLA DOWNTOWN (K07)
VOR/DME or GPS-A

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ROLLA/VICHY

ROLLA NATIONAL (VIH) 11 N UTC-6(-5DT) N38°07.65' W91°46.17'

KANSAS CITY

1148 B S2 FUEL 100LL, JET A NOTAM FILE COU

H-5D, L-16G

RWY 04-22: H5500X100 (ASPH) S-75, D-85, 2S-108, 2D-130

HIRL (NSTD) 0.5% up SW

IAP

RWY 04: VASI(V4L)—GA 3.0° TCH 45'. Thld dsplcd 213'. Road.

RWY 22: VASI(V4L)—GA 3.0° TCH 52'. Tree.

RWY 13-31: H5500X100 (ASPH) S-48, D-62, 2D-92 MIRL

RWY 13: Road.

RWY 31: Trees.

AIRPORT REMARKS: Attended 1300Z±—dusk. 97' twr located 1800' NNE of Rwy 13 thld. Radio controlled model airplanes invof arpt. Wildlife on and invof arpt. CLSD Rwy 18-36 not to be used as twy. Helipad parking on SE corner of apron. Airframe and power plant repairs emergency only. Rwy 04-22 NSTD HIRL, lgts are 34' from pavement edge. ACTIVATE HIRL Rwy 04-22 MIRL Rwy 13-31, VASI Rwy 04 and Rwy 22—CTAF.

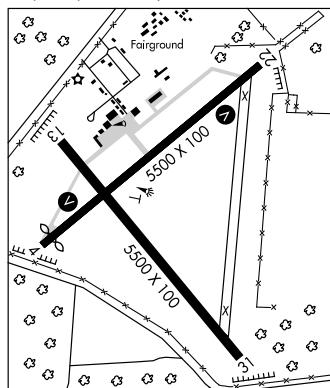
WEATHER DATA SOURCES: ASOS 119.025 (573) 299-4419.**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 128.35

AIRSPACE: CLASS E svc 1200-0400Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25'

W91°42.41' 236° 3.4 NM to fld. 1110/6E.



ROOSTERVILLE (See LIBERTY)

ROSECRANS MEM (See ST JOSEPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC-6(-5DT) N38°50.92' W90°30.01'

ST LOUIS

442 B S4 FUEL 100LL TPA-1092(650) NOTAM FILE STL

L-27B, A

RWY 09-27: H3451X50 (ASPH) S-8 LIRL (NSTD)

IAP

RWY 09: VASI(V4L)—GA 3.0° TCH 40'. Brush.

RWY 27: PAPI(P4R)—GA 3.0° TCH 39'. P-line. Rgt tfc.

RWY 15-33: 2310X103 (TURF)

RWY 15: Thld dsplcd 400'. Road.

RWY 33: P-line.

RWY 18-36: 2145X100 (TURF)

RWY 18: Thld dsplcd 400'. Road.

RWY 36: Thld dsplcd 200'. Bldg.

AIRPORT REMARKS: Attended Apr-Oct 1400-0400Z±, Nov-Mar 1400-0200Z±. Rwy 09-27 rough rwy surface. Transverse asphalt ridges over majority of rwy. Rwy 09-27 cracks, rocks and asphalt breaking up, length of rwy. Rwy 15-33 rolling rough and uneven. Rwy 18-36 various areas are rolling and rough. Crops located 60' fm rwy thlds and 120' fm centerline first 1,800' of Rwy 09 are within rwy object free area and primary and transitional surfaces. NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09-27 located 70-75' fm rwy. Rwy 15-33 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Rwy 18-36 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy 09-27 NSTD LIRL, 4 thld lgts Rwy 09. All thld lgt lens nstd color. Thld lgts and rwy edge lgts placed 45-50' from pavement edge. Rwy edge lgts white last 1700' of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27—CTAF.

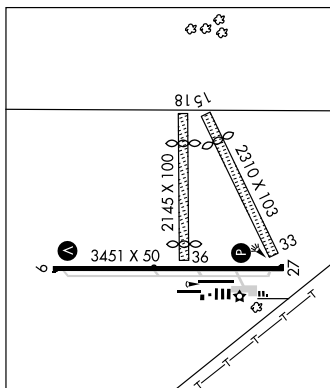
COMMUNICATIONS: CTAF/UNICOM 123.0

® ST LOUIS APP/DEP CON 124.2 CLNC DEL 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64' W90°28.94' 228° 1.1 NM to fld. 450/1E.

HIWAS.



WAAS CH 78119 W04A	APP CRS 045°	Rwy Idg TDZE 1137 Apt Elev 1148
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RNAV (GPS) RWY 4 ROLLA NATIONAL (VIH)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cnts visibility, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
HYHOE and hold.

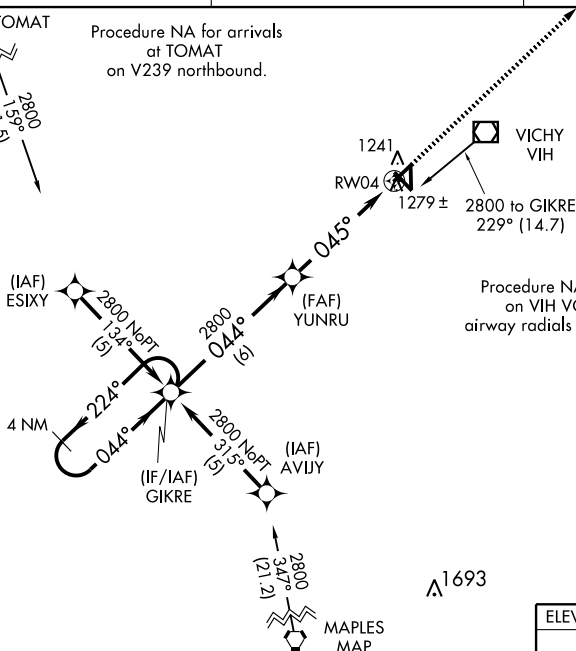
ASOS
119.025

KANSAS CITY CENTER
128.35 284.67

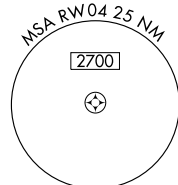
UNICOM
123.0 (CTAF) 0



Procedure NA for arrivals
at TOMAT
on V239 northbound.

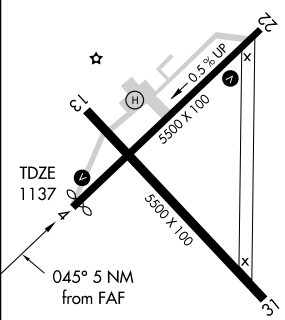
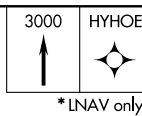
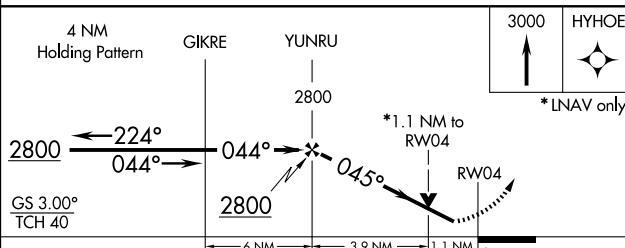


Procedure NA for arrival
on VIH VOR/DME
airway radials 198 CW 268.



▲1693

ELEV 1148



CATEGORY	A	B	C	D
LPV DA	1387-1 250 (300-1)			
LNAV/VNAV DA	1549-1½ 412 (500-1½)			
LNAV MDA	1540-1 403 (400-1)	1540-1¼ 403 (400-1¼)		
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 0
MIRL Rwy 13-31 0

VOR/DME VIH 117.7 Chgn 124	APP CRS 056°	Rwy Idg 5287 TDZE 1137 Apt Elev 1148
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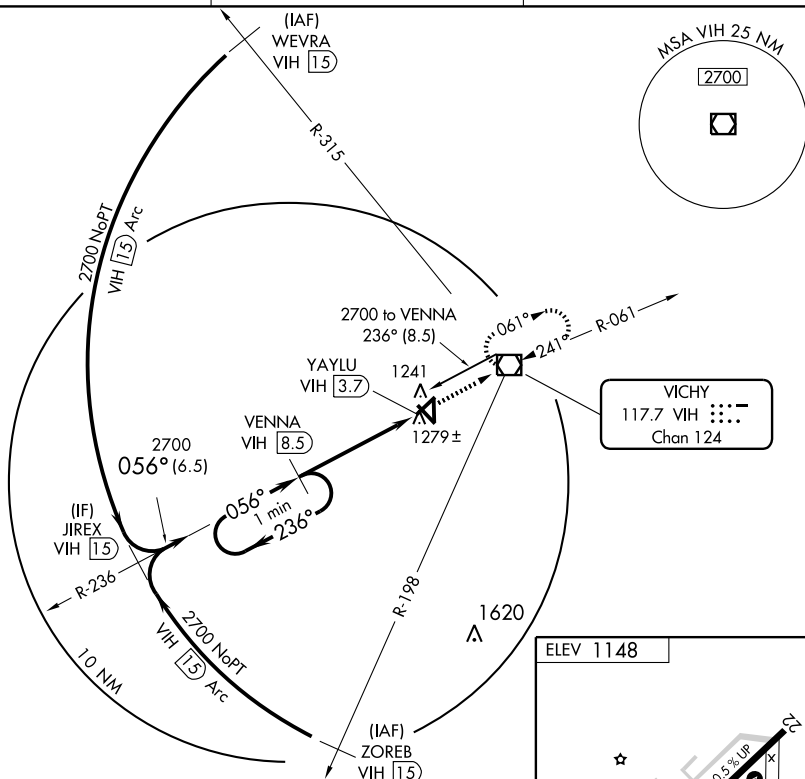
VOR/DME RWY 4
ROLLA NATIONAL (VIH)

T A	Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet, increase S-4 Cat D visibility ¼ mile. VDP NA with Fort Leonard Wood altimeter setting.
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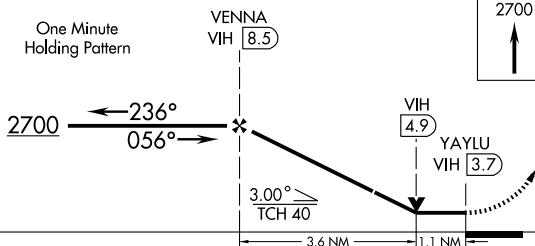
MISSED APPROACH: Climb to 2700
direct VIH VOR/DME and hold.



ASOS
119.025

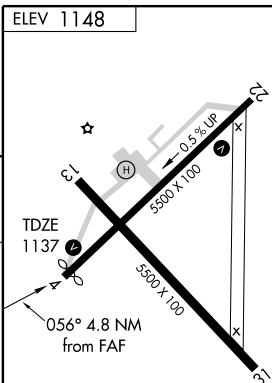
KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) **L**

One Minute Holding Pattern



2700	VIH
	



CATEGORY	A	B	C	D
S-4	1540-1	403 (400-1)	1540-1¼	403 (400-1¼)
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 **L**
MIRL Rwy 13-31 **L**

ROLLA/VICHY, MISSOURI
Amdt 3 23SEP10

38°08'N - 91°46'W

ROLLA NATIONAL (VIH)
VOR/DME RWY 4

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

VOR/DME VIH 117.7 Chan 124	APP CRS 241°	Rwy Idg TDZE 1117 Apt Elev 1148	5500
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VOR RWY 22 ROLLA NATIONAL (VIH)

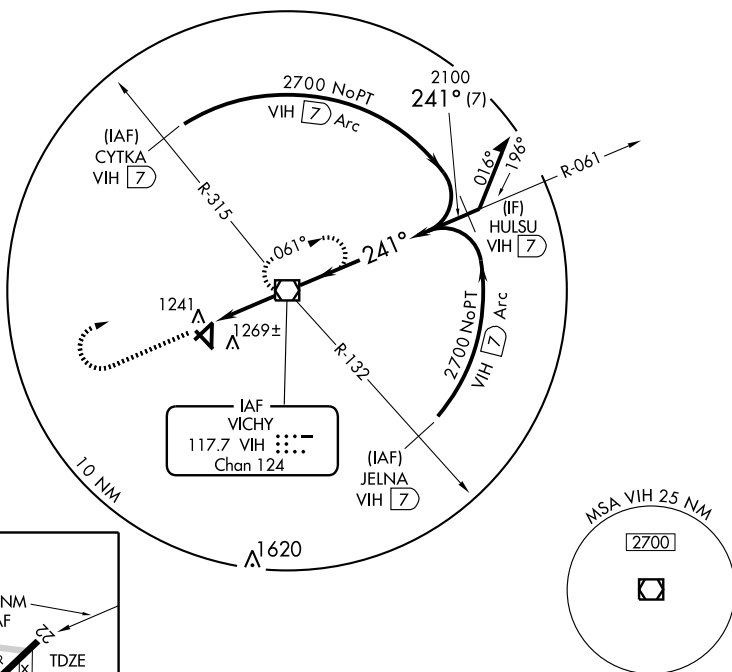
⚠ When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet, increase S-22 Cat D visibility ¼ mile. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

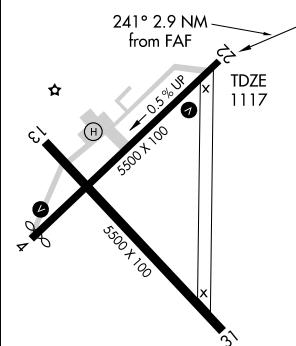
ASOS
119.025

KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) 0

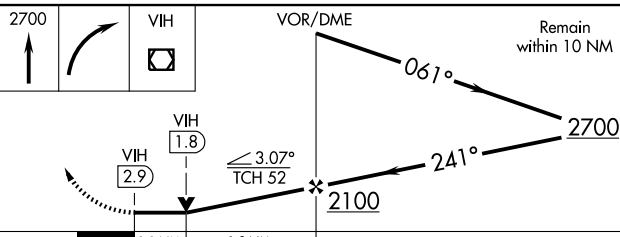


ELEV 1148



HIRL Rwy 4-22 **0**
MIRL Rwy 13-31 **0**

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58



CATEGORY	A	B	C	D
S-22	1520-1 403 (400-1)	1520-1¼ 403 (400-1¼)		
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

SALEM MEM (K33) 4 SW UTC-6(-5DT) N37°36.91' W91°36.27'

KANSAS CITY

1241 B FUEL 100LL TPA-2041(800) NOTAM FILE STL

L-16G

Rwy 17-35: H2998X60 (ASPH) S-12.5 MIRL 0.7% up S

IAP

Rwy 17: REIL. Trees. Rwy 35: REIL. Trees.

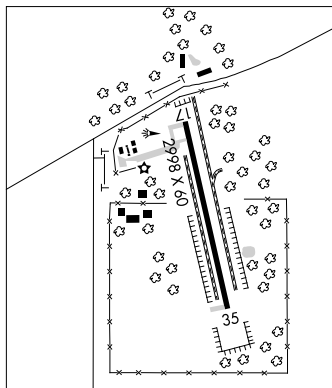
AIRPORT REMARKS: Unattended. Fuel unavbl. Helicopter operations on and invof arpt. Rwy 17-35 NSTD markings. ACTIVATE MIRL Rwy 17-35—CTAF; to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE MAP

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45' W91°47.32' 074° 9.0 NM to fld. 1370/6E. HIWAS.



SEDALIA MEM (DMO) 2 E UTC-6(-5DT) N38°42.44' W93°10.55'

KANSAS CITY

909 B S3 FUEL 100LL, JET A NOTAM FILE DMO

H-5D, L-27A

Rwy 18-36: H5500X100 (CONC-WC) S-30, D-48 MIRL 0.4% up S

IAP

Rwy 18: REIL. PAPI(P2L)—GA 3.0° TCH 37'.

Rwy 36: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree. Rgt tfc.

Rwy 05-23: H3520X50 (ASPH) S-9, D-11.3 0.7% up SW

Rwy 05: Tree. Rwy 23: Tree. Rgt tfc.

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1300-0100Z† Nov-Mar Mon-Fri 1300-0000Z†. Jan-Dec Sat-Sun 1400-2200Z†. Wildlife on rwy early morning and dusk. Rwy 18-36 approximately 40% of rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: ASOS 120.525 (660) 826-8225.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.05 (COLUMBIA RADIO)

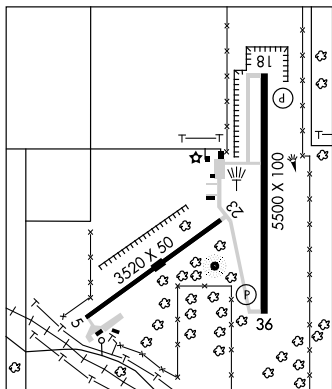
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holiday) other times ctc KANSAS CITY CENTER APP/DEP CON 135.575

Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holiday) other times ctc KANSAS CITY CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 110° 50.3 NM to fld. 878/7E.

NDB (MHW) 281 DMO N38°42.26' W93°10.60' at fld.



SEYMOUR

OWEN FLD (H58) 3 NE UTC-6(-5DT) N37°11.08' W92°44.26'

KANSAS CITY

1600 NOTAM FILE COU

Rwy 01-19: 2800X45 (TURF)

Rwy 01: Trees. Rwy 19: Trees.

Rwy 15-33: 1725X25 (TURF)

Rwy 15: Trees. Rwy 33: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rwy at any time. NSTD rwy safety areas byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417-935-2232 for rwy conditions. Rwy 01-19 first 1000' of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end. Rwy 15-33 rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end.

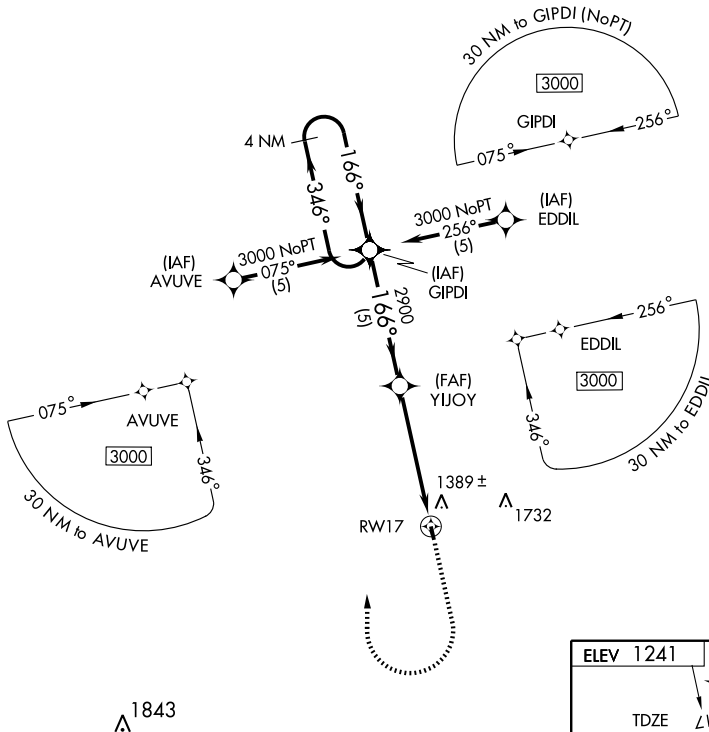
COMMUNICATIONS: CTAF 122.9

APP CRS
166°Rwy Idg **2998**
TDZE **1241**
Apt Elev **1241****RNAV (GPS) RWY 17**

SALEM MEMORIAL (K33)

▲ NA Use Rolla National altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER
128.35 284.67CTAF
122.9 04 NM
Holding Pattern

3000

346°

166°

GIPDI

YIJOY

2900

3.00°

TCH 40

RW17

5 NM

5.2 NM

CATEGORY

A

B

C

D

LNAV MDA

1740-1

499 (500-1)

NA

CIRCLING

1840-1

599 (600-1)

NA

ELEV 1241

TDZE 1241

166° to RW17

2998 x 60

0.7% UP

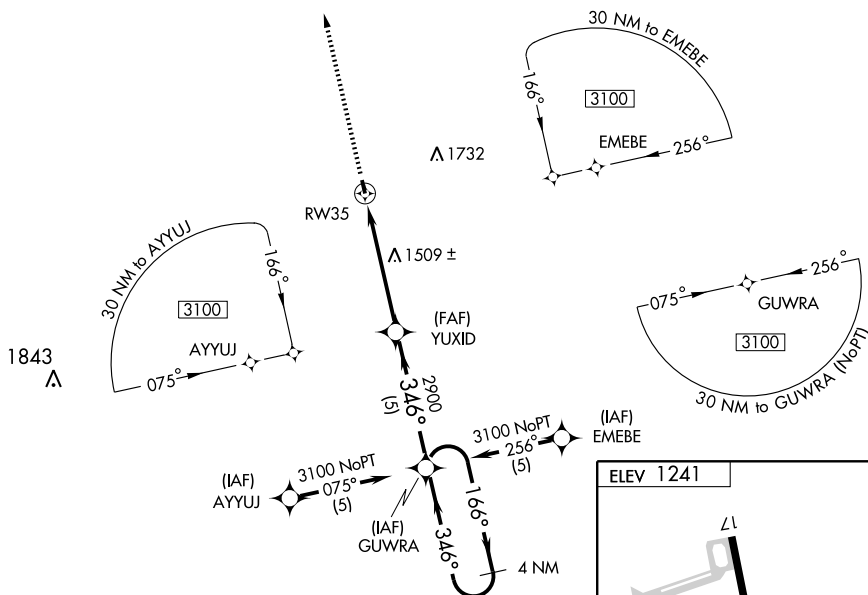
35

MIRL Rwy 17-35 0

REIL Rwy 17 and 35 0

APP CRS
346°Rwy Idg **2998**
TDZE **1241**
Apt Elev **1241****RNAV (GPS) RWY 35**
SALEM MEMORIAL (K33)**NA** Use Rolla National altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

KANSAS CITY CENTER
128.35 284.67CTAF
122.9

3000



GUPWA

4 NM
Holding Pattern

YUXID

166° → 3100
← 346°

RW35

2900

3.00°

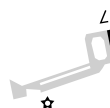
TCH 40

5.1 NM

5 NM

CATEGORY	A	B	C	D
LNNAV MDA	1860-1	619 (700-1)	NA	
CIRCLING	1860-1	619 (700-1)	NA	

ELEV 1241

TDZE
1241

35

346° to
RW35MIRL Rwy 17-35
REIL Rwy 17 and 35

VORTAC MAP
113.4
Chan **81**

APP CRS
074°

Rwy ldg
TDZE
Apt Elev

N/A
N/A
1241

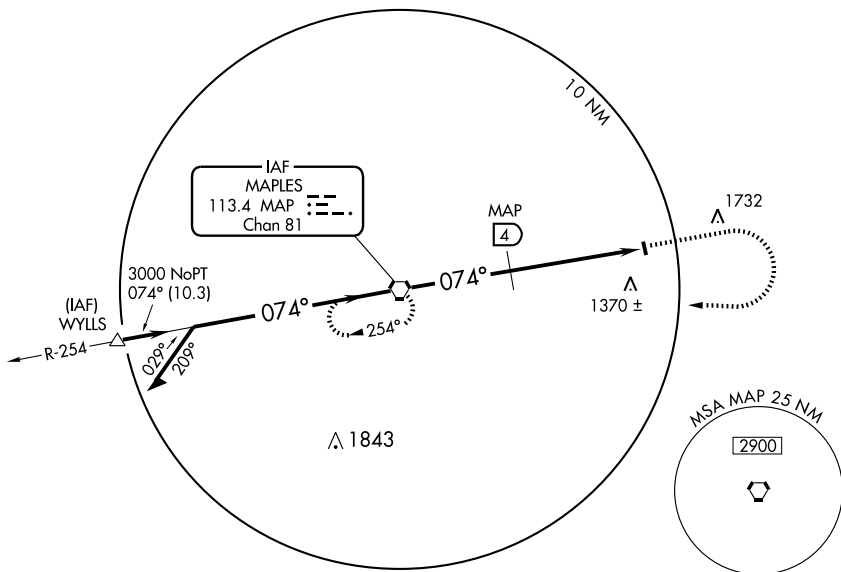
VOR-A
SALEM MEMORIAL (K33)

▲ NA Use Rolla National altimeter setting.

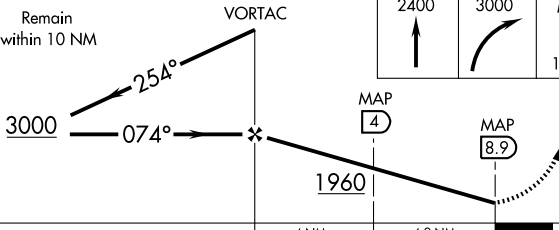
MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

KANSAS CITY CENTER
128.35 284.67

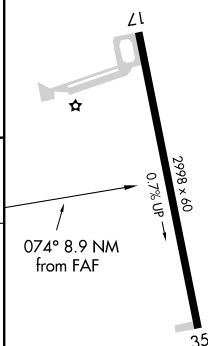
CTAF
122.9 0



Remain
within 10 NM



ELEV 1241



MIRL Rwy 17-35
REIL Rwy 17 and 35

CATEGORY	A	B	C	D
CIRCLING	1960-1	719 (800-1)	NA	
DME MINIMUMS				
CIRCLING	1840-1	599 (600-1)	NA	

FAF to MAP 8.9 NM					
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

SALEM MEM (K33) 4 SW UTC-6(-5DT) N37°36.91' W91°36.27'

1241 B **FUEL** 100LL TPA-2041(800) NOTAM FILE STL

Rwy 17-35: H2998X60 (ASPH) S-12.5 MIRL 0.7% up S

Rwy 17: REIL. Trees. **Rwy 35:** REIL. Trees.

AIRPORT REMARKS: Unattended. Fuel unavbl. Helicopter operations on and invof arpt. Rwy 17-35 NSTD markings. ACTIVATE MIRL Rwy 17-35—CTAF; to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

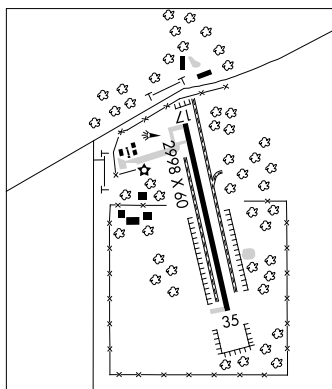
RADIO AIDS TO NAVIGATION: NOTAM FILE MAP

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45' W91°47.32' 074° 9.0 NM to fld. 1370/6E. **HIWAS.**

KANSAS CITY

L-16G

IAP



SEDALIA MEM (DMO) 2 E UTC-6(-5DT) N38°42.44' W93°10.55'

909 B S3 **FUEL** 100LL, JET A NOTAM FILE DMO

Rwy 18-36: H5500X100 (CONC-WC) S-30, D-48 MIRL 0.4% up S

Rwy 18: REIL. PAPI(P2L)—GA 3.0° TCH 37'.

Rwy 36: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree. Rgt tfc.

Rwy 05-23: H3520X50 (ASPH) S-9, D-11.3 0.7% up SW

Rwy 05: Tree. **Rwy 23:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1300-0100Z† Nov-Mar Mon-Fri 1300-0000Z†. Jan-Dec Sat-Sun 1400-2200Z†. Wildlife on rws early morning and dusk. Rwy 18-36 approximately 40% of rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: ASOS 120.525 (660) 826-8225.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.05 (COLUMBIA RADIO)

Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575

Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z† thru Sat 0500Z†, Sat-Sun 1400-2300Z†, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

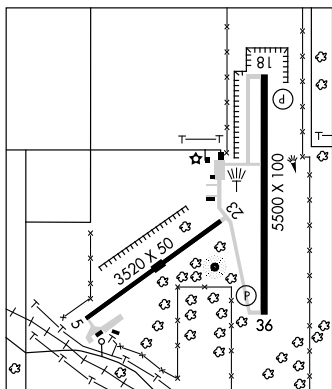
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 110° 50.3 NM to fld. 878/7E.

NDB (MHW) 281 DMO N38°42.26' W93°10.60' at fld.

KANSAS CITY

H-5D, L-27A

IAP



SEYMOUR

OWEN FLD (H58) 3 NE UTC-6(-5DT) N37°11.08' W92°44.26'

1600 NOTAM FILE COU

Rwy 01-19: 2800X45 (TURF)

Rwy 01: Trees. **Rwy 19:** Trees.

Rwy 15-33: 1725X25 (TURF)

Rwy 15: Trees. **Rwy 33:** Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rws at any time. NSTD rwy safety areas byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417-935-2232 for rwy conditions. Rwy 01-19 first 1000' of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end. Rwy 15-33 rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY

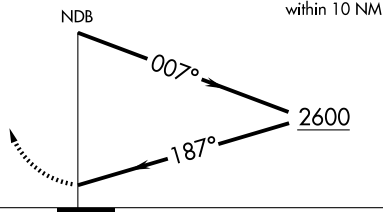
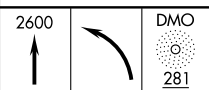
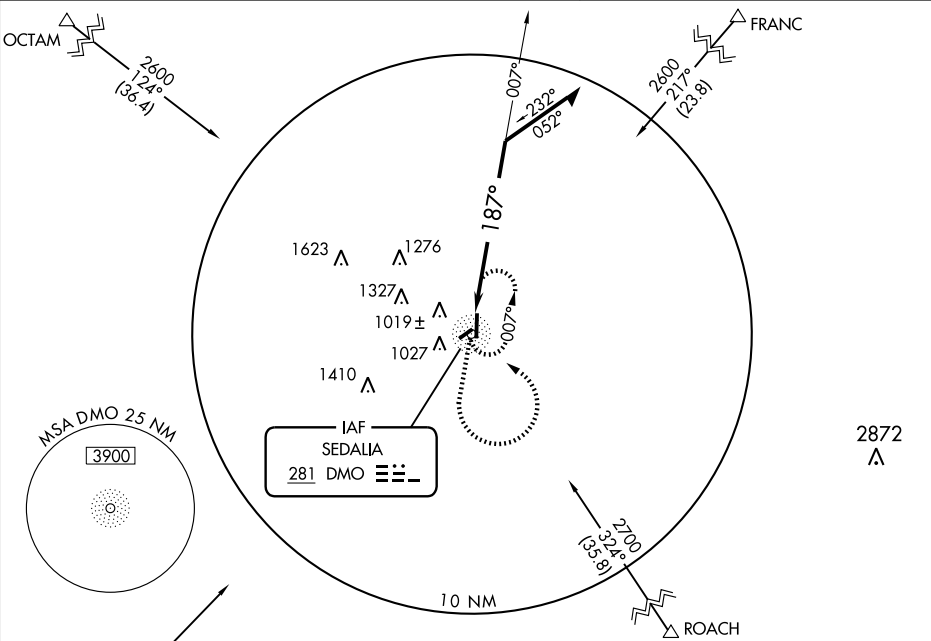
NDB DMO 281	APP CRS 187°	Rwy Idg TDZE Apt Elev	5500 884 909
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NDB RWY 18

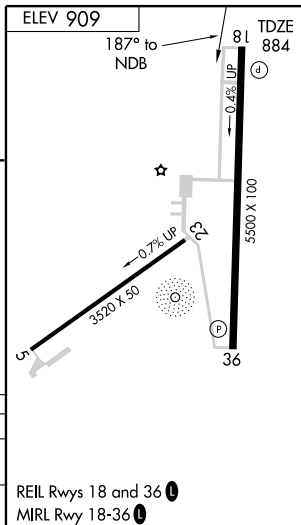
SEDALIA MEMORIAL (DMO)

NA	MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.
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ASOS 120.525	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 122.8 (CTAF) 0
------------------------	---	---------------------------------



CATEGORY	A	B	C	D
S-18	1380-1 496 (500-1)		1380-1¼ 496 (500-1¼)	1380-1½ 496 (500-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)



NDB DMO 281	APP CRS 343°	Rwy Idg TDZE Apt Elev	5500 902 909
-----------------------	------------------------	-----------------------------	---

NDB RWY 36

SEDALIA MEMORIAL (DMO)

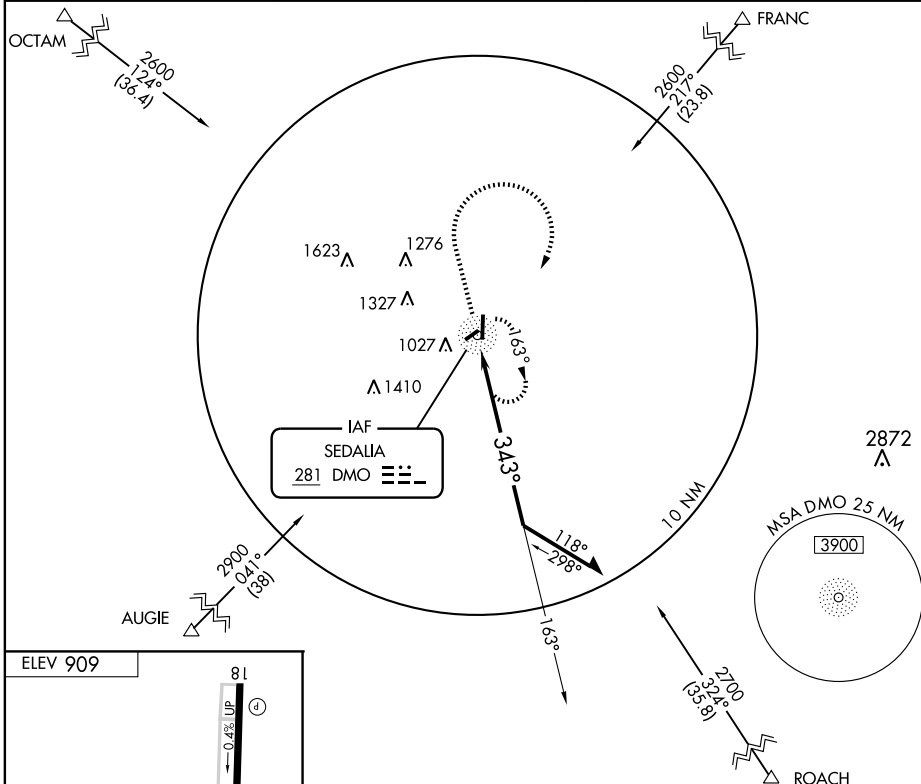


MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

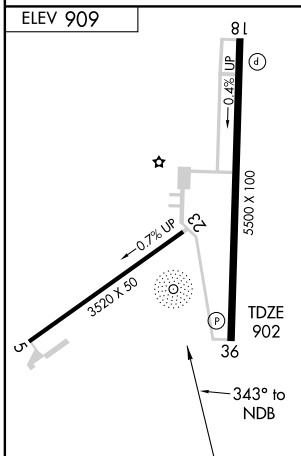
ASOS
120.525

WHITEMAN APP CON ★
127.45 284.0

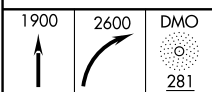
UNICOM
122.8 (CTAF) 0



ELEV 909



REIL Rwy 18 and 36
MIRL Rwy 18-36



Remain
within 10 NM

CATEGORY	A	B	C	D
S-36	1480-1 571 (600-1)		1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
CIRCLING	1480-1 571 (600-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

SEDALIA, MISSOURI
Amdt 9 10098

38°42'N - 93°11'W

SEDALIA MEMORIAL (DMO)

NDB RWY 36

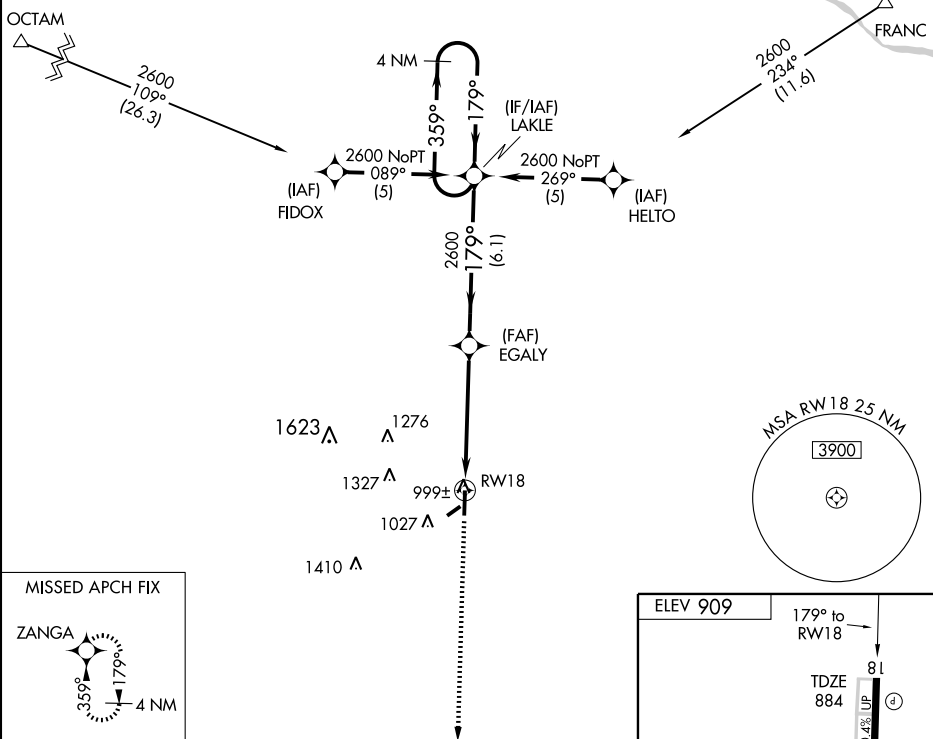
APP CRS
179°Rwy Idg **5500**
TDZE **884**
Apt Elev **909****RNAV (GPS) RWY 18**

SEDALIA MEMORIAL (DMO)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

ASOS
120.525WHITEMAN APP CON ★
127.45 284.0UNICOM
122.8 (CTAF) 1

MISSED APCH FIX

4 NM
Holding Pattern

LAKLE

EGALY

2600

ZANGA

2600 ← 359° 179° → 2600

VGSIs and descent angles not coincident.

3.05° TCH 40

1 NM to RW18

RW18

6.1 NM 4.2 NM 1 NM

CATEGORY	A	B	C	D
RNAV MDA	1260-1 376 (400-1)			1260-1½ 376 (400-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwy 18 and 36 1
MIRL Rwy 18-36 1

WAAS CH 60913 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5500 902 909
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

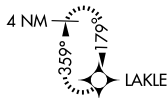
SEDALIA MEMORIAL (DMO)

▼ DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

ASOS
120.525WHITEMAN APP CON *
127.45 284.0UNICOM
122.8 (CTAF) ①

MISSED APCH FIX

1623 Δ Δ 1276 Δ 13271027 Δ 1410 Δ 1019 \pm

RW36

(FAF)
OLOVE

2600

359°

(6.1)

(IAF)
CARNI

2600 NoPT

089°

(5)

(IF/IAF)
ZANGA

2600 NoPT

269°

(5)

(IAF)
TIPSE

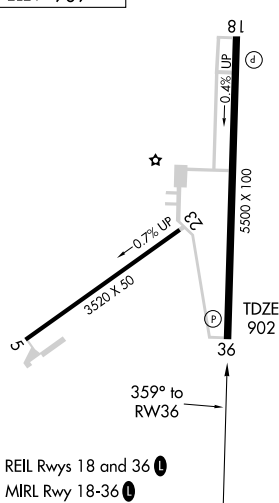
AUGIE

2600

049°

(26.7)

ELEV 909

4 NM
Holding Pattern

ZANGA

OLOVE

2600

LAKLE

2600

179°

359°

GS 3.00°

TCH 45

2600

359°

359°

2600

6.1 NM

5.1 NM

RW36

VGSI and RNAV glidepath
not coincident.

CATEGORY

A

B

C

D

LPV

DA

1170-1 268 (300-1)

LNAV/
VNAV

DA

1280-1¼ 378 (400-1¼)

LNAV

MDA

1280-1 378 (400-1)

1280-1¼

378 (400-1¼)

CIRCLING

1380-1 471 (500-1)

1480-1½

571 (600-1½)

1480-2

571 (600-2)

SHELBY CO (See SHELBYVILLE)**SHELBYVILLE****SHELBY CO** (6K2) 1 NW UTC-6(-5DT) N39°48.75' W92°03.01'

KANSAS CITY

766 NOTAM FILE COU

RWY 17-35: 2300X46 (TURF)

RWY 17: Fence. RWY 35: Tree.

AIRPORT REMARKS: Unattended. Radio controlled model airplanes on and in/ovf arpt and heavy concentration of large waterfowl on and in/ovf arpt. NSTD rwy safety areas beyond each rwy end, Rwy 17 has fence 80' from thld, Rwy 35 has large drop off and lake. Rwy 17-35 marked with large yellow cones. Rwy 35 has 5' orange numbers at thld (fair condition).

COMMUNICATIONS: CTAF 122.9**SIKESTON MEM MUNI** (SIK) 2 NE UTC-6(-5DT) N36°53.93' W89°33.71'

ST LOUIS

315 B FUEL 100LL, JET A NOTAM FILE STL

H-6J, L-16H

RWY 02-20: H5502X100 (ASPH) S-30, D-38 MIRL (NSTD)

IAP

RWY 02: VASI(V2L)—GA 3.0° TCH 25'. Trees.

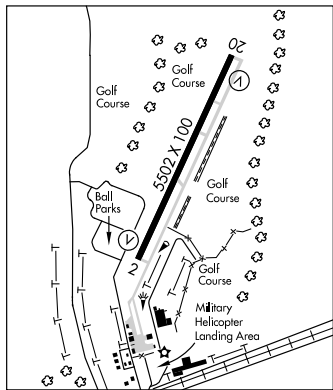
RWY 20: REIL. VASI(V2L)—GA 3.0° TCH 27'.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z†, Sat-Sun 1400-2300Z†. 24-hr automatic credit card fueling system for 100LL. Ultralight activity on and in/ovf arpt. Numerous birds in/ovf arpt. Rwy 02-20 has cracks with grass growing in them. Twy lgts OTS indef. Rwy 02-20 NSTD MIRL; thld lgts spacing incorrect. Rwy 02 VASI OTS indef. Rwy 20 VASI OTS indef. VASI Rwy 02 and Rwy 20 on 24 hrs. MIRL Rwy 02-20 preset on low ints, to increase ints and ACTIVATE REIL Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (573) 471-7371.**COMMUNICATIONS:** CTAF/UNICOM 122.8**MEMPHIS CENTER APP/DEP CON** 133.65**RADIO AIDS TO NAVIGATION:** NOTAM FILE CGI.

CAPE GIRARDEAU (L) VOR/DME 112.9 CGI Chan 76 N37°13.65'

W89°34.34' 178° 19.7 NM to fld. 340/1E.

**SKYHAVEN** (See WARRENSBURG)**SLATER MEM** (9K5) 1 NW UTC-6(-5DT) N39°13.76' W93°04.37'

KANSAS CITY

860 NOTAM FILE COU

RWY 04-22: 2455X132 (TURF)

RWY 22: Thld dspcd 300'. Road.

AIRPORT REMARKS: Unattended. Rwy 04-22 soft during prolonged wet periods. Model radio controlled acft on and in/ovf arpt. Large waterfowl on and in/ovf arpt. +1-10' crops along rwy edges from spring to fall. Rwy 04-22 no line of sight between rwy ends. Rwy 04 thld marked with 6 large yellow cones. Rwy 04-22 edges not marked. Rwy 22 dspcd thld 4' higher than rwy end. Dspcd thld not marked. Thld marked with 6 large yellow cones.

COMMUNICATIONS: CTAF 122.9**SNOOP** N38°38.36' W90°46.03' NOTAM FILE SUS.

KANSAS CITY

NDB (LOM) 326 SU 074° 5.6 NM to Spirit of St. Louis. Unmonitored.

SPIRIT OF ST LOUIS (See ST LOUIS)

WAAS CH 86801 W02A	APP CRS 023°	Rwy Idg TDZE 315 Apt Elev 315
--	------------------------	---

RNAV (GPS) RWY 2

SIKESTON MEMORIAL MUNI (SIK)

NA DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

AWOS
119.175

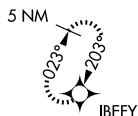
MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at MAW VORTAC via V305 southwest bound.

CAPE GIRARDEAU
CGI

MISSED APCH FIX



Δ 1058

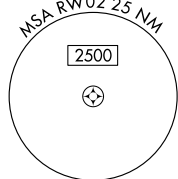
2100 to CUXID
187° (30.5)
 Δ 582
 Δ 631
480
764 Δ 589
RW02
 Δ 510
 Δ 622
 Δ 803
 Δ 1009

(FAF)
GAYEV

(IF/IAF)
CUXID

(IAF)
MALDEN
MAW

2000 NoPT
049° (15.8)



ELEV 315

4 NM
Holding Pattern

CUXID

GAYEV

2100



2000 \leftarrow 203°
023° \rightarrow 023°

2000 \leftarrow 023°

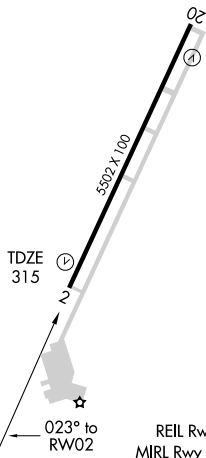
GS 3.00°
TCH 45

VGSI and RNAV glidepath
not coincident.

RW02

6 NM 5.1 NM

CATEGORY	A	B	C	D
LPV DA	565-1	250 (300-1)		NA
LNAP/ VNAV DA	NA			
LNAP MDA	840-1	525 (600-1)	840-1½ 525 (600-1½)	NA
CIRCLING	840-1	525 (600-1)	860-1½ 545 (600-1½)	NA



REIL Rwy 20 0
MIRL Rwy 2-20 0

APP CRS	Rwy Idg	5502
203°	TDZE	315
	Apt Elev	315

RNAV (GPS) RWY 20

SIKESTON MEMORIAL MUNI (SIK)

V DME/DME RNP-0.3 NA.
Δ NA If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

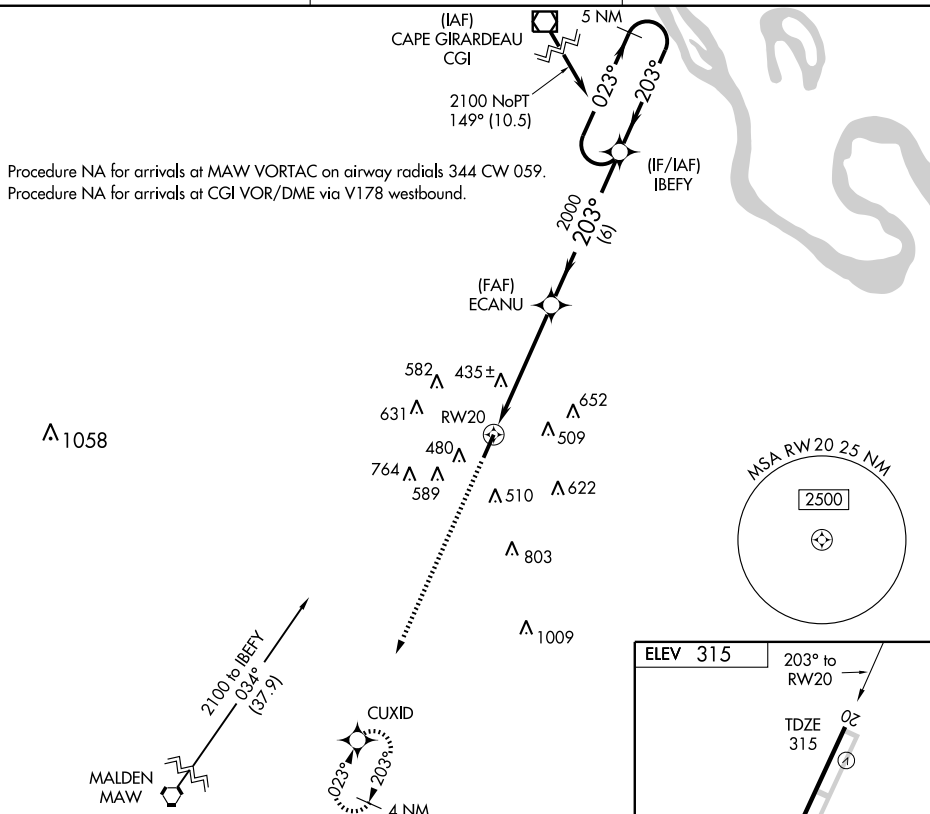
MISSED APPROACH: Climb to 2000 direct CUXID and hold.

AWOS
119.175

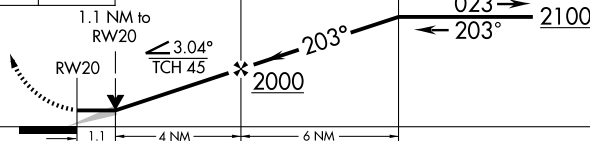
MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) ①

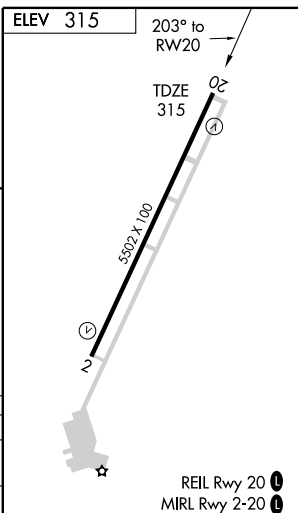
Procedure NA for arrivals at MAW VORTAC on airway radials 344 CW 059.
 Procedure NA for arrivals at CGI VOR/DME via V178 westbound.



2000 **CUXID** VGSIs and descent angles not coincident. IBEFY 5 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	700-1 385 (400-1)			NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA



VOR/DME MAW	APP CRS	Rwy Idg	5502
111.2	036°	TDZE	315
Chan 49		Apt Elev	315

VOR/DME RWY 2 SIKESTON MEMORIAL MUNI (SIK)

NA If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

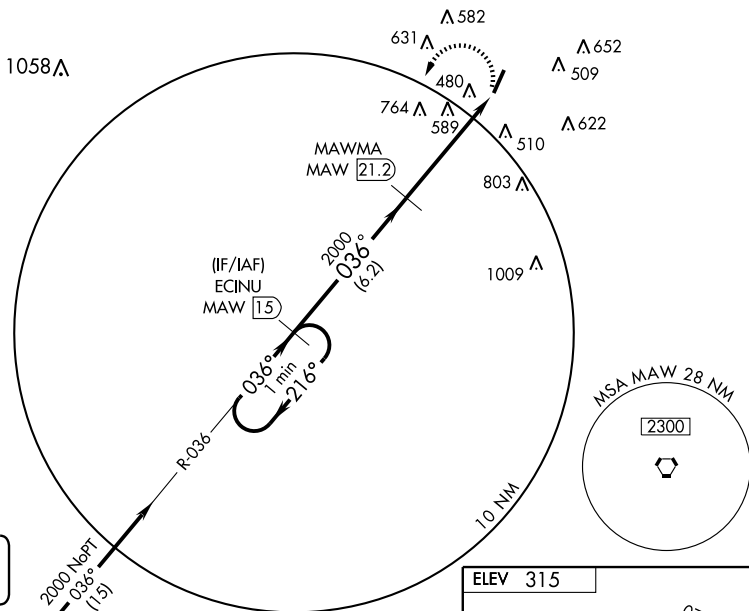
MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

AWOS
119.175

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) **0**

Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.

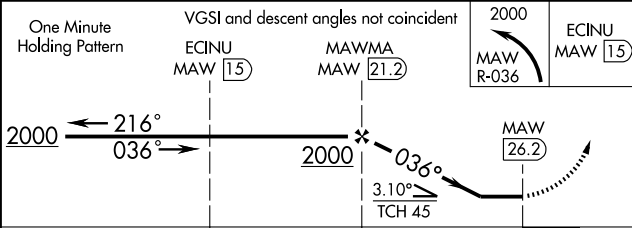


IAF
MALDEN
111.2 MAW
Chan 49

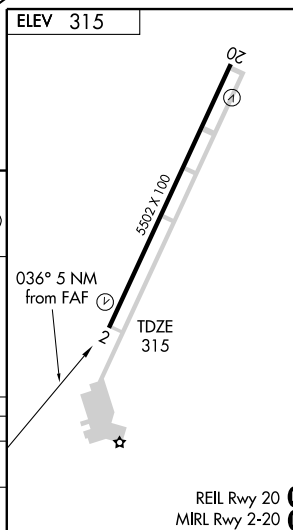
MSA MAW 28 NM
2300

One Minute
Holding Pattern

VGSI and descent angles not coincident



CATEGORY	A	B	C	D
S-2	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA
CIRCLING	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA



REIL Rwy 20 **0**
MIRL Rwy 2-20 **0**

VOR/DME CGI 112.9 Chan 76	APP CRS 177°	Rwy Idg TDZE Apt Elev 5502 315 315
---	------------------------	--

VOR RWY 20

SIKESTON MEMORIAL MUNI (SIK)

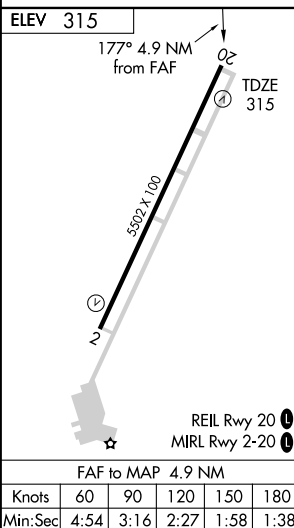
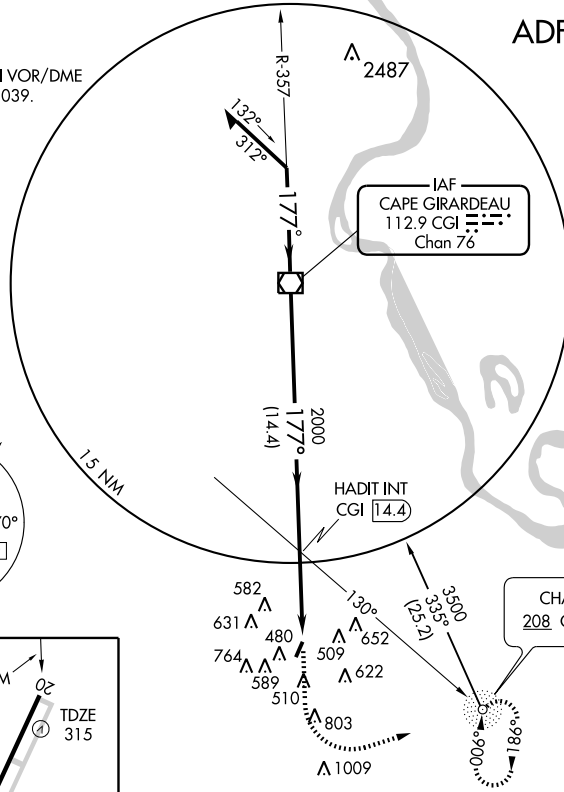
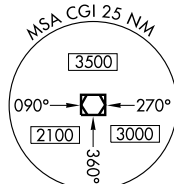


Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

AWOS
119.175MEMPHIS CENTER
133.65 292.15UNICOM
122.8 (CTAF) 0NoPT for arrivals on CGI VOR/DME
airway radials 309 CW 039.

ADF REQUIRED



Remain within 10 NM			
VOR/DME			
<div> <div>1500</div> <div>3500</div> <div>CHQ 208</div> </div>			
<div> <div>HADIT INT CGI 14.4</div> <div>3.16° TCH 40</div> </div>			
<div> <div>14.4 NM</div> <div>4.9 NM</div> </div>			
CATEGORY	A	B	C
S-20	800-1	485 (500-1)	800-1¼ 485 (500-1¼)
CIRCLING	880-1	565 (600-1)	920-2 605 (700-2)

AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)

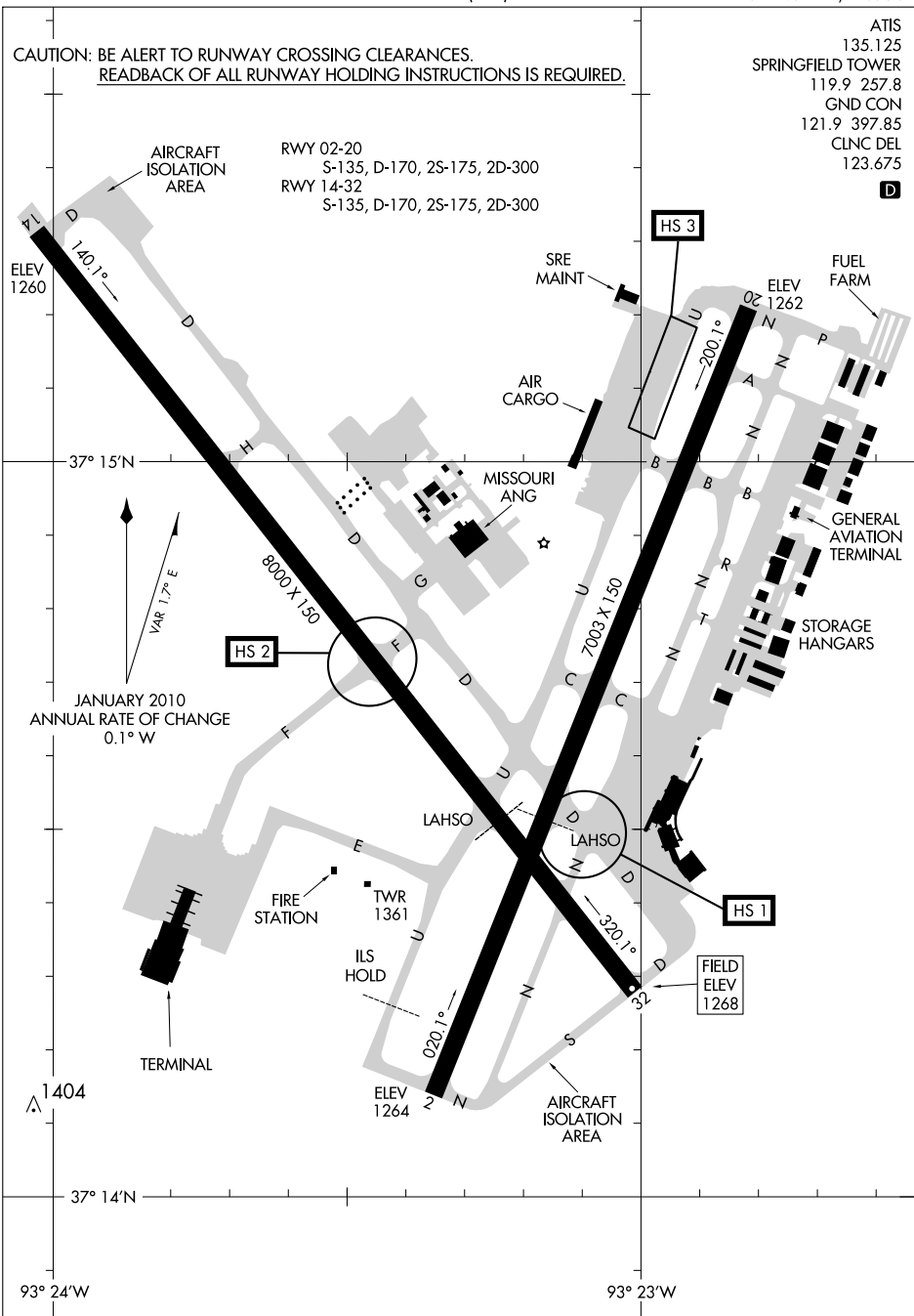
SPRINGFIELD, MISSOURI

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
 135.125
 SPRINGFIELD TOWER
 119.9 257.8
 GND CON
 121.9 397.85
 CLNC DEL
 123.675

D

NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SPRINGFIELD, MISSOURI
 SPRINGFIELD-BRANSON NATIONAL (SGF)

SPRINGFIELD-BRANSON NATL (SGF) 5 NW UTC-6(-5DT) N37°14.74' W93°23.32'

KANSAS CITY

1268 B S4 FUEL 100LL, JET A, OX 1, 2 TPA-See Remarks LRA

H-61, L-16F

ARFF Index-See Remarks NOTAM FILE SGF

IAP, AD

RWY 14-32: H8000X150 (ASPH-CONC-GRVD)

S-135, D-170, 2S-175, 2D-300 HIRL

RWY 14: MALSR. PAPI(P4R)-GA 3.0° TCH 56'.

RWY 32: REIL. PAPI(P4L)-GA 3.0° TCH 35'.

RWY 02-20: H7003X150 (CONC-GRVD) S-135, D-170, 2S-175, 2D-300 HIRL

RWY 02: MALSR. VASI(V4L)-GA 3.0° TCH 54'.

RWY 20: MALSR. PAPI(P4L)-GA 3.0° TCH 47'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	02-20	6200
RWY 20	14-32	4550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA-7003	TODA-7003	ASDA-6893	LDA-6893
RWY 14:	TORA-8000	TODA-8000	ASDA-8000	LDA-8000
RWY 20:	TORA-7003	TODA-7003	ASDA-7003	LDA-7003
RWY 32:	TORA-8000	TODA-8000	ASDA-8000	LDA-8000

AIRPORT REMARKS: Attended continuously. Self service fueling station

avbl. Use caution for powered parachute activity in/ov Downtown Arpt (7 miles east northeast of SGF) at or blo 1,000'. Birds and wildlife on and in/ov arpt. Oxygen avbl Mon-Fri 1300-1600Z. Class I, ARFF Index B. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call SGF 417-869-1990. ARFF Index B provided 1100-0600Z; avbl on req 0600-1100Z. ARFF index C avbl on request. Rwy 14-32 is 5,400' asph (PFC) and 2,600' conc (GRVD). Rwy 02 touchdown rwy visual range avbl. TPA 2268 (1000) piston acft and 2768 (1500) for jet acft. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (417) 863-6158. HIWAS 116.9 SGF. LLWAS.**COMMUNICATIONS:** ATIS 135.125 UNICOM 122.95

RCO 122.1R 116.9T (COLUMBIA RADIO) RCO 122.55 (COLUMBIA RADIO)

① APP/DEP CON 124.95 (200°-019°) 121.1 (020°-199°)

TOWER 119.9 GND CON 121.9 CLNC DEL 123.675

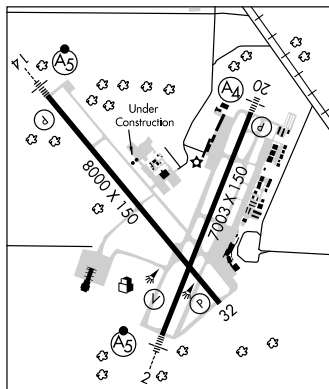
AIRSPACE: CLASS C svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SGF.

(H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 198° 7.1 NM to fld. 1240/4E. HIWAS.

COOLE NDB (LOM) 404 SG N37°10.81' W93°25.03' 016° 4.2 NM to fld. Unmonitored.

ILS 109.9 I-SGF Rwy 02 Class IB LOM COOLE NDB.

ILS/DME 109.7 I-GWA Chan 34 Rwy 14. Class IE.

**SPRING RIVER** N37°29.22' W94°18.61' NOTAM FILE COU.

KANSAS CITY

NDB (MHW) 356 LLU at Lamar Muni.

L-16F

STEELE MUNI (M12) 2 NW UTC-6(-5DT) N36°05.74' W89°51.57'

ST LOUIS

258 B NOTAM FILE STL

L-16H

RWY 18-36: H3985X60 (ASPH) MIRL

RWY 18: Road. RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z. Parallel twy CLOSED. All twys CLOSED except main twy to ramp.

Crop dusting acft on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11' W89°19.06' 277° 26.8 NM to fld. 380/3E.

HIWAS.

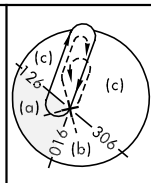
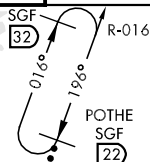
VORTAC SGF Chan 116	APCH CRS 196°	Rwy Idg 7003 TDZE 1262 Arpt Elev 1268
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JAL-604 [USAF]

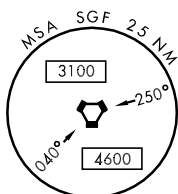
SPRINGFIELD-BRANSON NATIONAL (KSGF)

V		MALS (A4)	MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BILIE INT/SGF 22 DME and hold.	
ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675

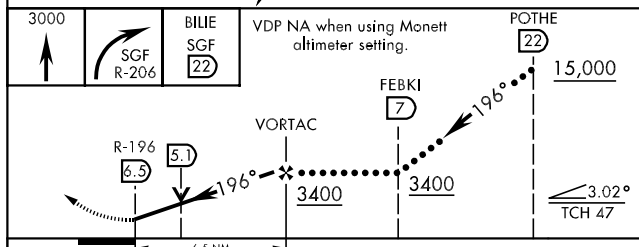
* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.



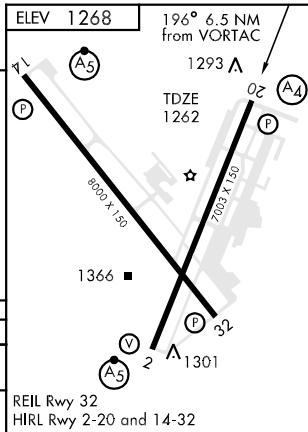
SPRINGFIELD
116.9 SGF
Chan 116



DOGWOOD
109.4 DGD
Chan 31



EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-20 *	1760-1¼ 498 (500-1¼)	1760-1½ 498 (500-1½)	1760-1¾ 498 (500-1¾)
CIRCLING *	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

REIL Rwy 32
HIRL Rwy 2-20 and 14-32

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

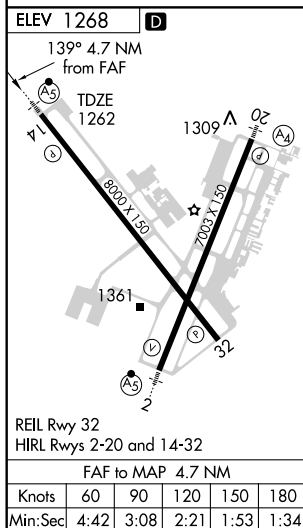
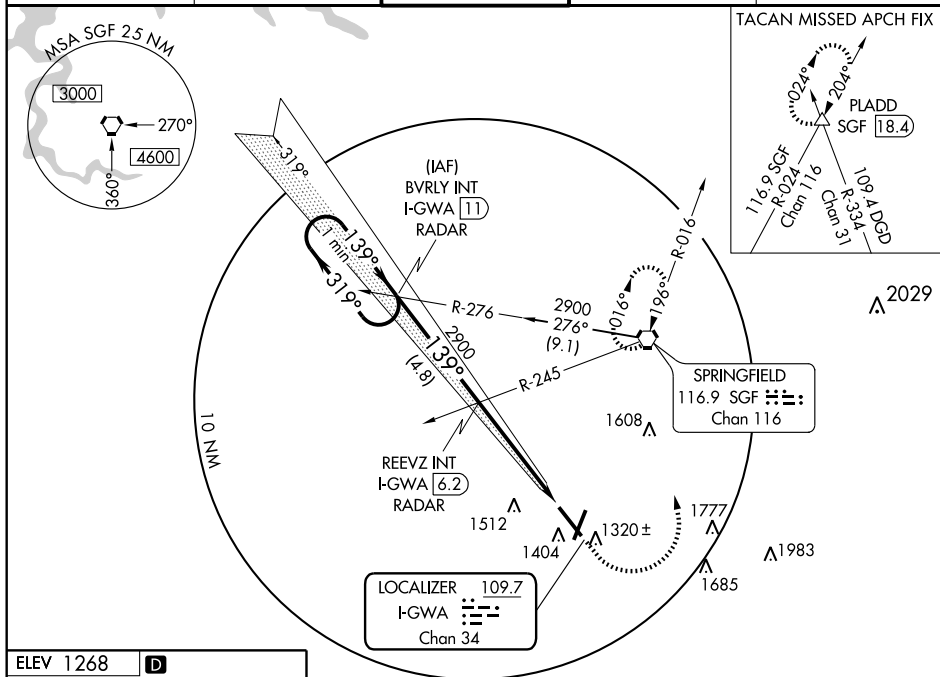
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-GWA 109.7 Chan 34	APP CRS 139°	Rwy Idg TDZE Apt Elev	8000 1262 1268
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ILS or LOC RWY 14

SPRINGFIELD-BRANSON NATIONAL (SGF)

		MALSR 	MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).	
ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675



SPRINGFIELD, MISSOURI

Orig-A 09295

SPRINGFIELD-BRANSON NATIONAL (SGF)

37° 15' N-93° 23' W

DME or RADAR REQUIRED

One Minute Holding Pattern

BVRVLY INT
I-GWA 11
RADAR

REEVZ INT
I-GWA 6.2
RADAR

1800

2900

SGF
116.9

2900

← 319°

139° →

GS 3.00°
TCH 56

2900

2900

4.8 NM

4.7 NM

I-GWA 1.5

CATEGORY

A

B

C

D

S-ILS 14

1462-½ 200 (200-½)

S-LOC 14

1620-½ 358 (400-½)

1620-¾ 358 (400-¾)

CIRCLING

1760-1 492 (500-1)

1820-1½ 552 (600-1½)

1820-2 552 (600-2)

ILS or LOC RWY 14

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

WAAS CH 86214 W02A	APP CRS 019°	Rwy Idg 6893 TDZE 1265 Apt Elev 1268
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RNAV (GPS) RWY 2

SPRINGFIELD-BRANSON NATIONAL (SGF)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR



MISSED APPROACH: Climb to 3000 direct INOYU and hold.

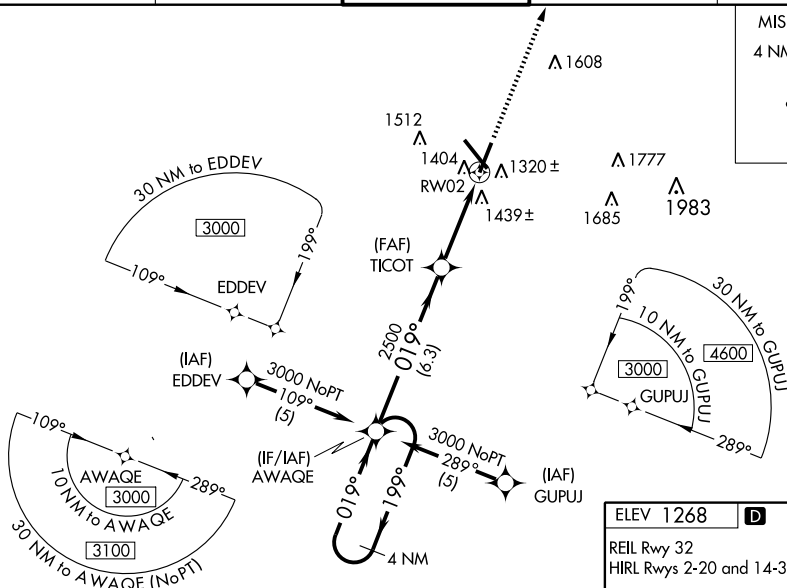
ATIS
135.125

SPRINGFIELD APP CON
121.1 290.5

SPRINGFIELD TOWER
119.9 257.8

GND CON
121.9 397.85

CLNC DEL
123.675



MISSED APCH FIX

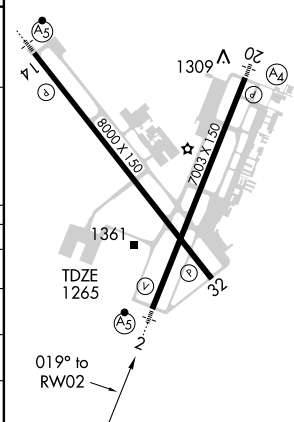
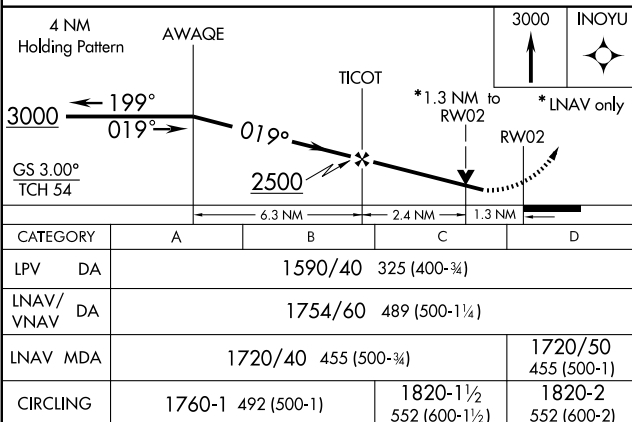


ELEV 1268



REIL Rwy 32

HIRL Rwy 2-20 and 14-32



APP CRS	Rwy Idg	8000
139°	TDZE	1262
	Apt Elev	1268

RNAV (GPS) RWY 14
SPRINGFIELD-BRANSON NATIONAL (SGF)

T Baro-VNAV NA below -17°C (2°F).
A NA DME/DME RNP- 0.3 NA.

MALSR



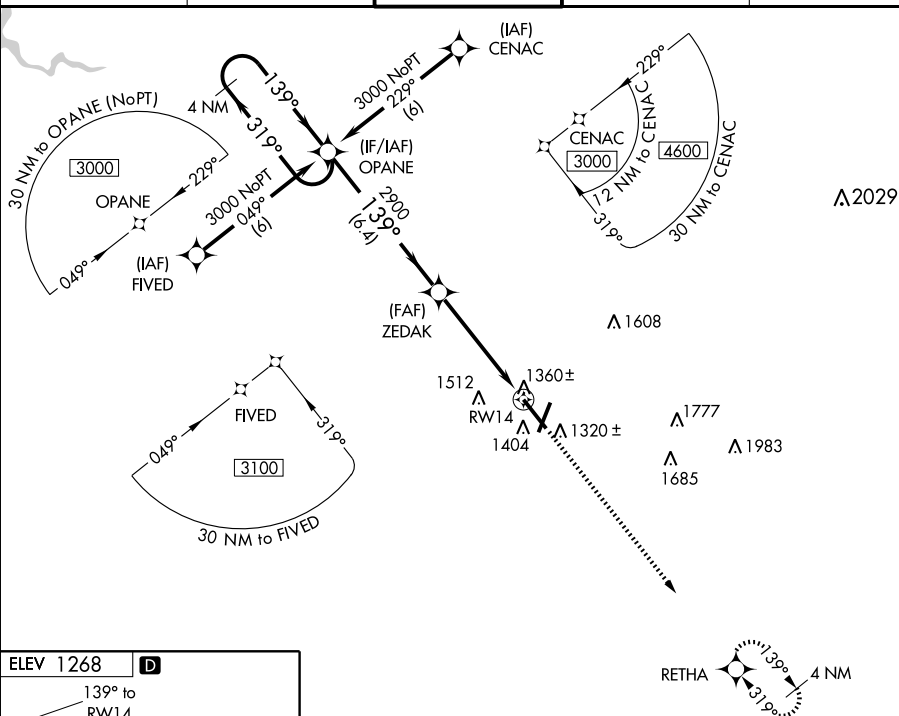
MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

ATIS
135.125

SPRINGFIELD APP CON
121.1 290.5

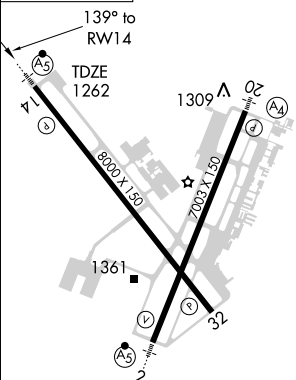
SPRINGFIELD TOWER
119.9 257.8

GND CON
121.9 397.85

CLNC DEL
123.675

ELEV 1268

D



REIL Rwy 32
HIRL Rwy 2-20 and 14-32

SPRINGFIELD, MI
Amdt 1A 09295

SPRINGFIELD-BRANSON NATIONAL (SGF)

37° 15' N-93° 23' W

RNAV (GPS) RWY 14

WAAS CH 65613 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	7003 1262 1268
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RNAV (GPS) RWY 20

SPRINGFIELD-BRANSON NATIONAL (SGF)

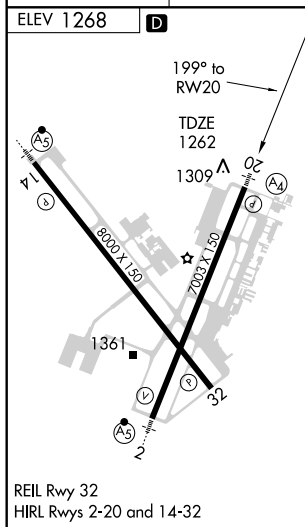
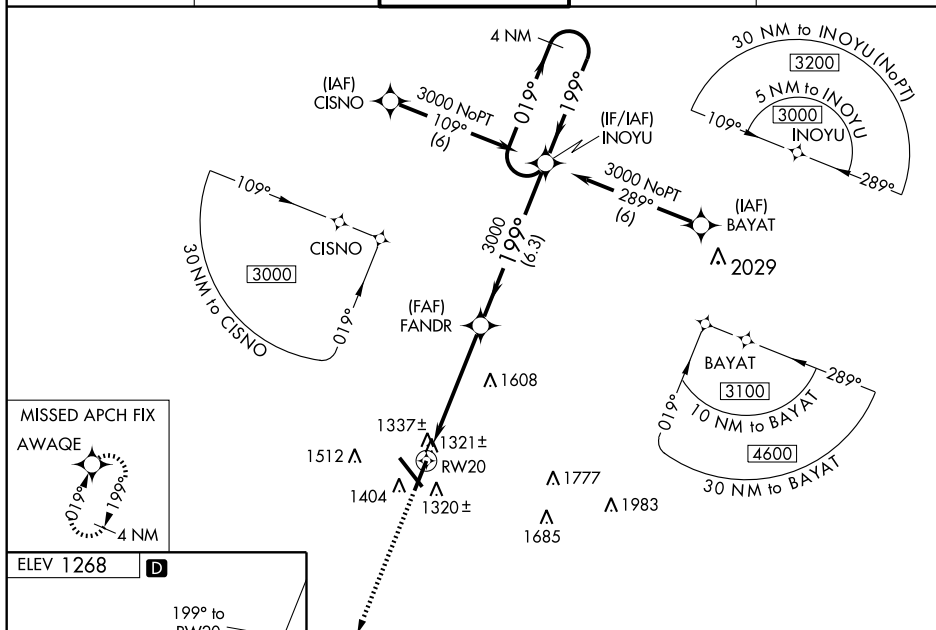
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
 Baro-VNAV and VDP NA when using Monett altimeter setting.
 Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
 When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ½ mile, increase LNAV Cats C and D ½ mile, increase Circling Cat C ½ mile.

MALS



MISSED APPROACH: Climb to 3000 direct AWAKE and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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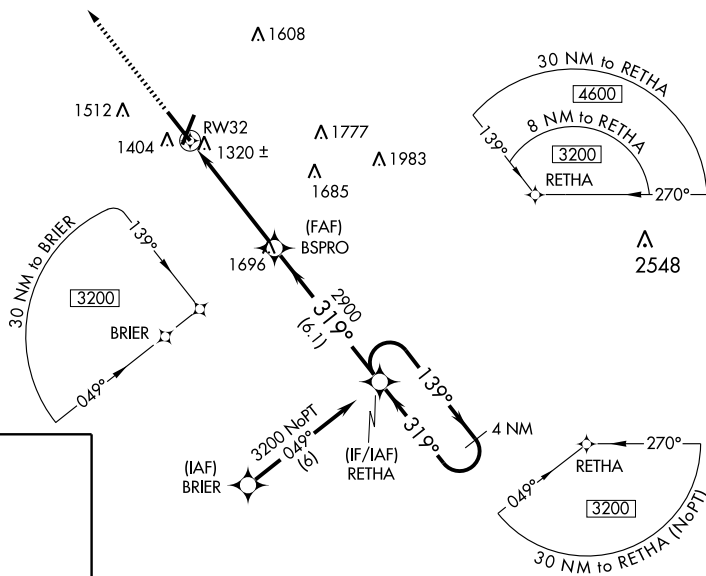
ELEV 1268	D	3000	AWAKE	FANDR	INOYU	4 NM Holding Pattern
		*LNAV only	*1.5 NM to RW20			
		1.5 NM	3.7 NM	6.3 NM		
CATEGORY	A	B	C	D		
LPV DA	1531-1 269 (300-1)					
LNAV/VNAV DA	1656-1½ 394 (400-1½)					
LNAV MDA	1780-¾ 518 (600-¾)	1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)			
CIRCLING	1780-1 512 (600-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)			

APP CRS 319°	Rwy Idg TDZE Apt Elev	8000 1267 1268
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RNAV (GPS) RWY 32

SPRINGFIELD-BRANSON NATIONAL (SGF)

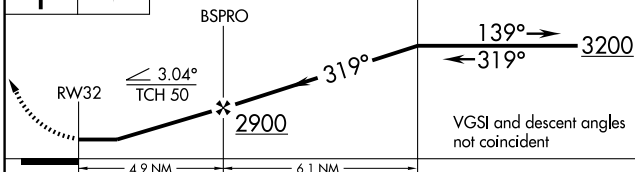
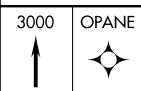
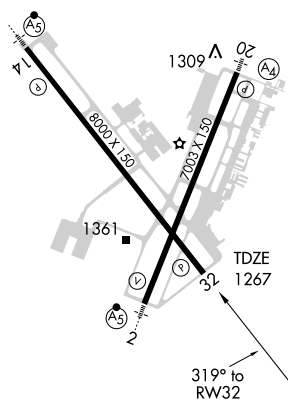
NA		DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.	
ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675	



ELEV 1268

D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	1740-1	473 (500-1)	1740-1½ 473 (500-1½)	1740-1½ 473 (500-1½)
CIRCLING	1760-1	492 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)

VORTAC SGF 116.9 Chgn 116	APP CRS 016°	Rwy Idg TDZE Apt Elev	6893 1265 1268
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VOR/DME or TACAN RWY 2
SPRINGFIELD-BRANSON NATIONAL (SGF)

T For inoperative MALSR, increase S-2 Cat A and B visibility
A to RVR 5000 and Cat E to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

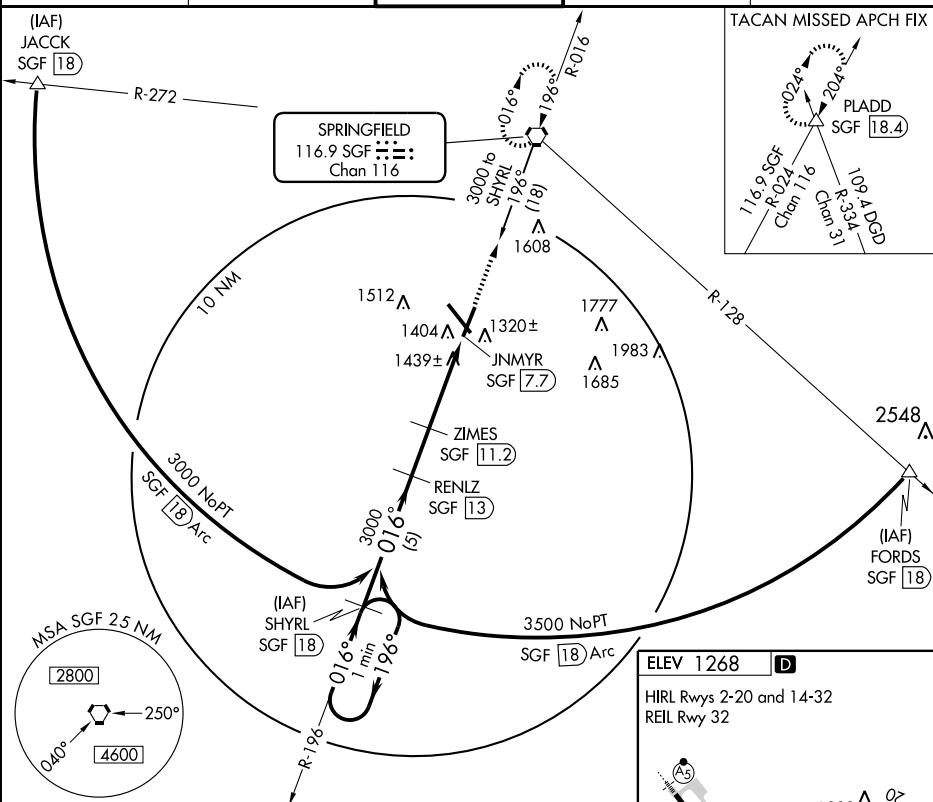
ATIS
135.125

SPRINGFIELD APP CON
121.1 290.5

SPRINGFIELD TOWER
119.9 257.8

GND CON
121.9 397.85

CLNC DEL
123.675



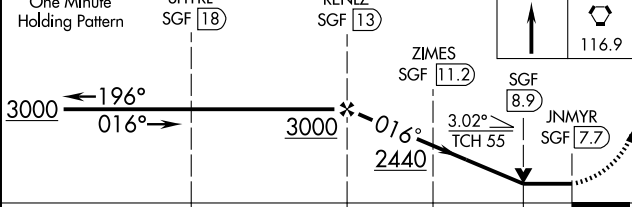
One Minute Holding Pattern

SHYRL
SGF 18

REN LZ
SGF 13

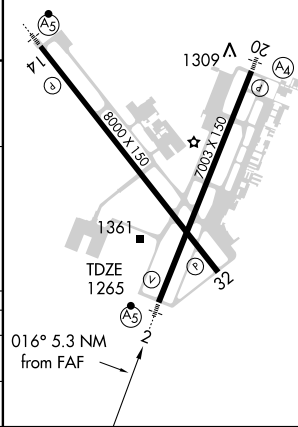
3000

SGF



ELEV 1268

HIRL Rwy 2-20 and 14-32
REIL Rwy 32



CATEGORY	A	B	C	D	E
S-2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

SPRINGFIELD, MISSOURI

Orig-B 09295

37° 15' N-93° 23' W

SPRINGFIELD-BRANSON NATIONAL (SGF)

VOR/DME or TACAN RWY 2

NC-3, 21 OCT 2010 to 18 NOV 2010

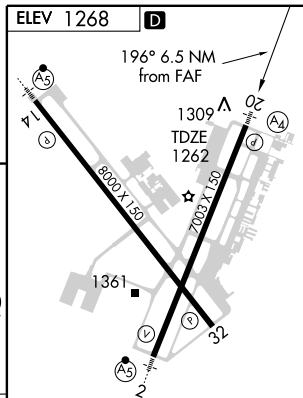
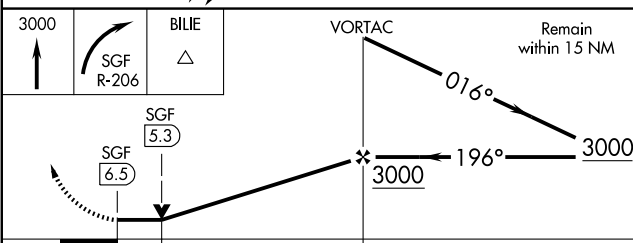
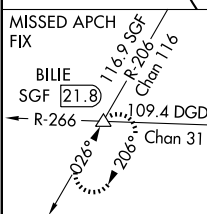
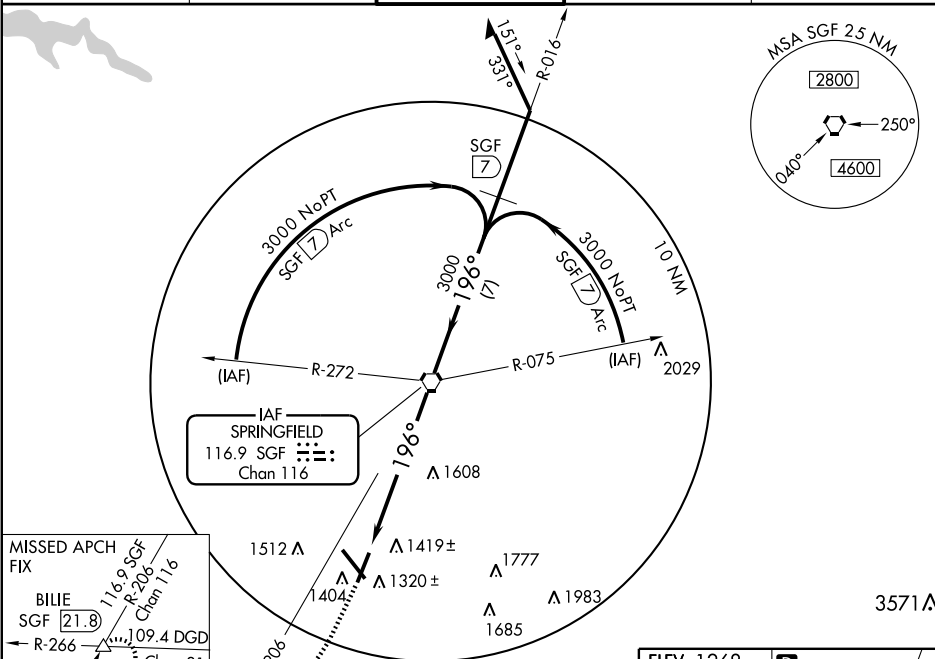
VORTAC SGF 116.9 Chan 116	APP CRS 196°	Rwy Idg TDZE Apt Elev	7003 1262 1268
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VOR or TACAN RWY 20

SPRINGFIELD-BRANSON NATIONAL (SGF)

V A	Inoperative table does not apply to Cat C.	MALS A — —	MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BLUE INT/SGF 21.8 DME and hold.
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ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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CATEGORY	A	B	C	D	E
S-20	1700-3/4 438 (500-3/4)		1700-1 1/4 438 (500-1 1/4)	1700-1 1/2 438 (500-1 1/2)	
CIRCLING	1760-1 492 (500-1)		1820-1 1/2 552 (600-1 1/2)	1920-2 1/4 652 (700-2 1/4)	

REIL Rwy 32	60	90	120	150	180
HIRL Rwy 2-20 and 14-32	6:30	4:20	3:15	2:36	2:10
FAF to MAP 6.5 NM					

ROLLA/VICHY

ROLLA NATIONAL (VIH) 11 N UTC-6(-5DT) N38°07.65' W91°46.17'

KANSAS CITY

1148 B S2 FUEL 100LL, JET A NOTAM FILE COU

H-5D, L-16G

RWY 04-22: H5500X100 (ASPH) S-75, D-85, 2S-108, 2D-130

HIRL (NSTD) 0.5% up SW

IAP

RWY 04: VASI(V4L)—GA 3.0° TCH 45'. Thld dsplcd 213'. Road.

RWY 22: VASI(V4L)—GA 3.0° TCH 52'. Tree.

RWY 13-31: H5500X100 (ASPH) S-48, D-62, 2D-92 MIRL

RWY 13: Road.

RWY 31: Trees.

AIRPORT REMARKS: Attended 1300Z±—dusk. 97' twr located 1800' NNE of Rwy 13 thld. Radio controlled model airplanes invof arpt. Wildlife on and invof arpt. CLSD Rwy 18-36 not to be used as twy. Helipad parking on SE corner of apron. Airframe and power plant repairs emergency only. Rwy 04-22 NSTD HIRL, lgts are 34' from pavement edge. ACTIVATE HIRL Rwy 04-22 MIRL Rwy 13-31, VASI Rwy 04 and Rwy 22—CTAF.

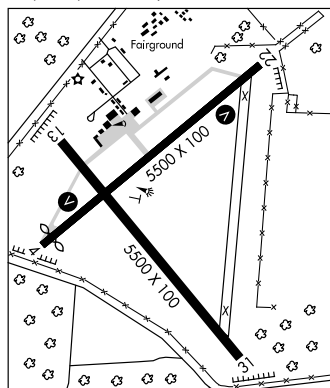
WEATHER DATA SOURCES: ASOS 119.025 (573) 299-4419.**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 128.35

AIRSPACE: CLASS E svc 1200-0400Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25'

W91°42.41' 236° 3.4 NM to fld. 1110/6E.



ROOSTERVILLE (See LIBERTY)

ROSECRANS MEM (See ST JOSEPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC-6(-5DT) N38°50.92' W90°30.01'

ST LOUIS

442 B S4 FUEL 100LL TPA-1092(650) NOTAM FILE STL

L-27B, A

RWY 09-27: H3451X50 (ASPH) S-8 LIRL (NSTD)

IAP

RWY 09: VASI(V4L)—GA 3.0° TCH 40'. Brush.

RWY 27: PAPI(P4R)—GA 3.0° TCH 39'. P-line. Rgt tfc.

RWY 15-33: 2310X103 (TURF)

RWY 15: Thld dsplcd 400'. Road.

RWY 33: P-line.

RWY 18-36: 2145X100 (TURF)

RWY 18: Thld dsplcd 400'. Road.

RWY 36: Thld dsplcd 200'. Bldg.

AIRPORT REMARKS: Attended Apr-Oct 1400-0400Z±, Nov-Mar 1400-0200Z±. Rwy 09-27 rough rwy surface. Transverse asphalt ridges over majority of rwy. Rwy 09-27 cracks, rocks and asphalt breaking up, length of rwy. Rwy 15-33 rolling rough and uneven. Rwy 18-36 various areas are rolling and rough. Crops located 60' fm rwy thlds and 120' fm centerline first 1,800' of Rwy 09 are within rwy object free area and primary and transitional surfaces. NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09-27 located 70-75' fm rwy. Rwy 15-33 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Rwy 18-36 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy 09-27 NSTD LIRL, 4 thld lgts Rwy 09. All thld lgt lens nstd color. Thld lgts and rwy edge lgts placed 45-50' from pavement edge. Rwy edge lgts white last 1700' of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27—CTAF.

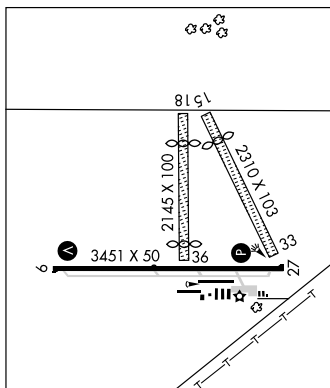
COMMUNICATIONS: CTAF/UNICOM 123.0

® ST LOUIS APP/DEP CON 124.2 CLNC DEL 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64' W90°28.94' 228° 1.1 NM to fld. 450/1E.

HIWAS.



VORTAC STL
117.4
Chan **121**

APP CRS
060°

Rwy Idg
TDZE
Apt Elev **442**

VOR or GPS RWY 9
ST. CHARLES (3SQ)

▲ NA Use Lambert-St. Louis Intl altimeter setting.

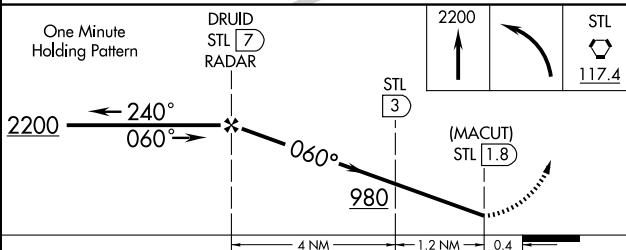
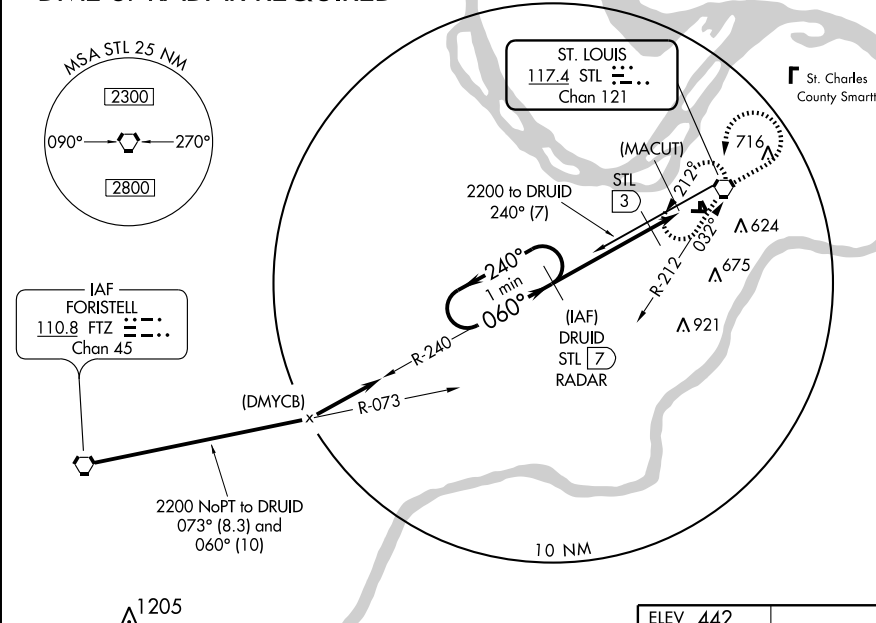
MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

ST. LOUIS APP CON
124.2 353.9

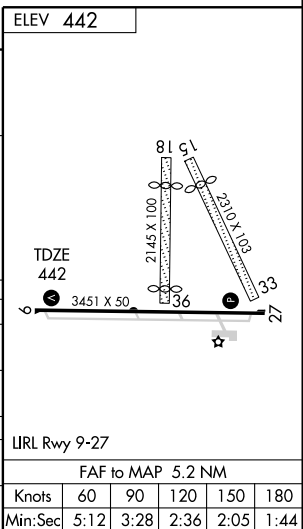
CLNC DEL
120.15

UNICOM
123.0 (CTAF) 0

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-9	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1 538 (600-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA
DME MINIMUMS				
S-9	860-1	418 (500-1)	860-1¼ 418 (500-1¼)	NA
CIRCLING	900-1 458 (500-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA



ST CHARLES CO SMARTT (SET) 9 NE UTC-6(-5DT) N38°55.78' W90°25.80'

437 B S4 FUEL 100LL NOTAM FILE SET

RWY 18-36: H3800X75 (ASPH) S-12.5 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Road.

RWY 36: VASI(V4L)—GA 3.0° TCH 41'.

RWY 09-27: H2000X75 (ASPH) S-12.5 MIRL

RWY 09: P-line.

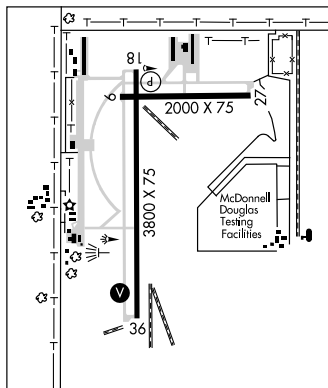
AIRPORT REMARKS: Attended Apr-Oct 1400Z±-dusk, Nov-Mar 1400-2300Z±. NSTD rwy safety area terrain grades by the ends of Rwy 09 and Rwy 27. Moderate student training. ACTIVATE VASI Rwy 36—CTAF. PAPI Rwy 18 operates continuously.

WEATHER DATA SOURCES: ASOS 118.075 (636) 250-4590.**COMMUNICATIONS:** CTAF/UNICOM 122.7® **ST LOUIS APP/DEP CON** 124.2

CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64'
W90°28.94' 030° 4.8 NM to fld. 450/1E.
HIWAS.



ST LOUIS
L-27B, A
IAP

ST CLAIR RGNL (K39) 2 N UTC-6(-5DT) N38°22.54' W90°58.33'

656 B NOTAM FILE STL

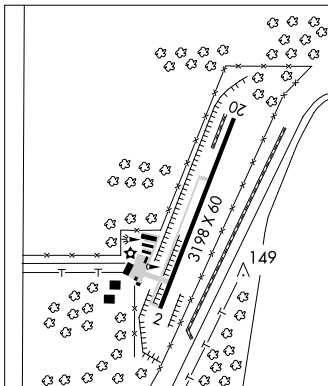
RWY 02-20: H3198X60 (ASPH) S-4 LIRL

RWY 02: REIL. Trees. RWY 20: Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. Helicopter ops on and invof arpt. Ultralights on and invof arpt. Rwy 02 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66'
W90°58.27' 175° 19.1 NM to fld. 818/5E.



ST LOUIS
L-27B, A

ST JOSEPH N39°57.64' W94°55.51' NOTAM FILE STJ.(H) **VORTAC** 115.5 STJ Chan 102 168° 11.3 NM to Rosecrans Mem. 1160/8E.**RCO** 122.3 122.1R 115.5T (COLUMBIA RADIO)

KANSAS CITY
H-5C, L-10J

APP CRS 180°	Rwy Idg 3800
	TDZE 436
	Apt Elev 436

RNAV (GPS) RWY 18

ST. CHARLES COUNTY SMARTT (SET)

▽ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
 VDP NA with Lambert-St Louis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.

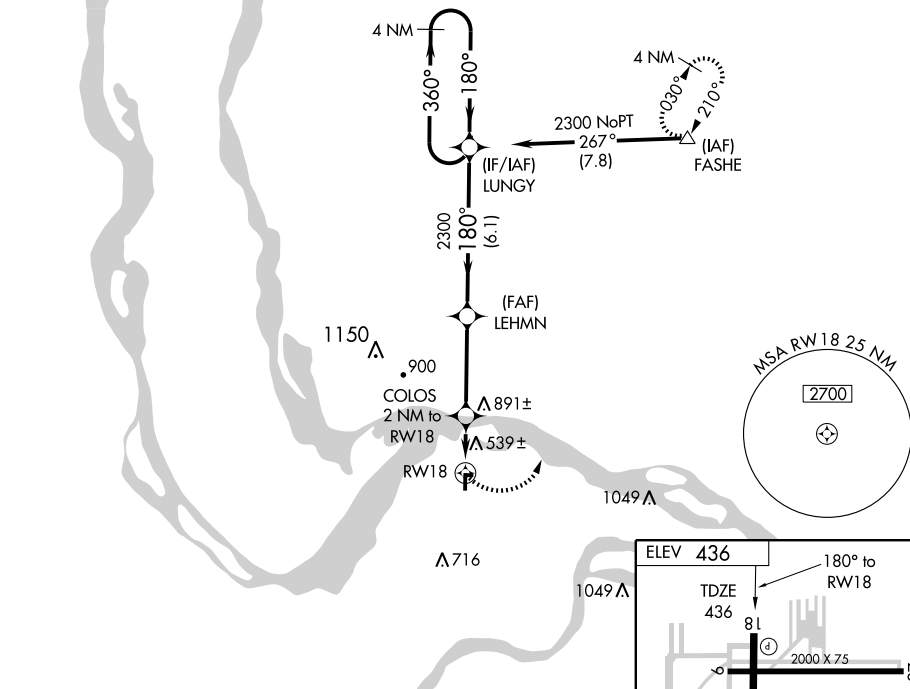
ASOS
118.075

ST. LOUIS APP CON
124.2 353.9

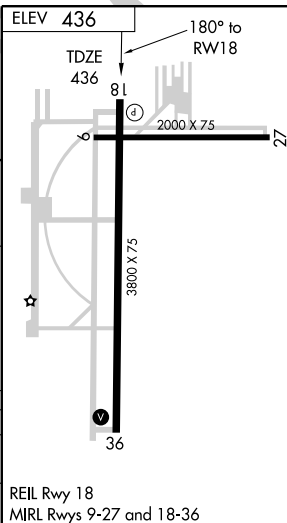
CLNC DEL
121.6

UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals at FASHE via V9 northeast bound.



4 NM Holding Pattern				
LUNGY		LEHMAN		2700 FASHE
2300 ← 360° → 180° → 2300		2300		1.1 NM to RWY 18
VGSI and descent angles not coincident.		1260		3.69° TCH 43
6.1 NM		3.6 NM	0.9 NM	1.1 NM
CATEGORY	A	B	C	D
LNAV MDA	840-1	404 (500-1)	840-1½ 404 (500-1½)	NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA



ST JOSEPH

ROSECRANS MEM

(STJ) 3 NW UTC-6(-5DT) N39°46.32' W94°54.58'

KANSAS CITY

826 B S4 FUEL 100LL, JET A OX 3,4 Class IV, ARFF Index A NOTAM FILE STJ

H-5C, L-10J

RWY 17-35: H8059X150 (CONC-GRVD) S-75, D-130, 2S-175, 2D-220, 2D/2D2-220 HIRL

IAP, AD

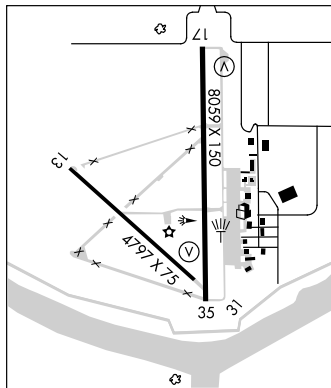
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 56'.

RWY 35: REIL. VASI(V4L)—GA 2.8° TCH 64'.

RWY 13-31: H4797X75 (ASPH-CONC) S-75, D-110, 2S-140,
2D-180, 2D/2D2-180

AIRPORT REMARKS: Attended 1300-0100Z†. Rwy 13-31 open SR-SS.

For svcs after hrs call number posted at FBO entrance. ARFF available by Air National Guard. Arpt CLOSED to acft over 350,000 lbs exception prior permission. CLOSED to air carrier ops over 30 passenger seats except 48 hrs PPR, call arpt manager 816-271-4886. High migratory bird activity Oct-Mar on and in/ov arpt. ROSECRANS MEM (STJ) is surrounded by lakes and the Missouri River. Bird watch condition phase II Mar-Apr and Oct-Nov. Moderate small bird activity possible during early morning daylight hours from May thru Sep. Intensive Air National Guard tactical training within arpt tfc area. For advisory and position information, call St Joseph Twr or monitor twr frequency when clsd. Rwy 13-31 and Twy B west to Rwy 31 open to general aviation acft VFR conditions and daltg hrs only. All C5/C17 acft must use Twy B to the guard ramp. This request will require back taxi of these acft on the active rwy. Rwy 17-35 center 130' grooved. Rwy 35 touchdown runway visual range avbl. HIRL Rwy 17-35 preset on low ints, to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.



WEATHER DATA SOURCES: ASOS (816) 233-0666. LAWRS.

COMMUNICATIONS: CTAF 126.9 ATIS 125.05 UNICOM 122.95

Ⓡ ST JOSEPH APP/DEP CON 120.35 (Mon-Sat 1400-0000Z†, Sun 1800-0000Z†)

Ⓡ KANSAS CITY APP/DEP CON 124.7 (Mon-Sat 0000-1400Z†, Sun 0000-1800Z†)

ST JOSEPH TOWER 126.9 (1400-0000Z†) GND CON 121.9

AIRSPACE: CLASS D svc (1400-0000Z†) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64' W94°55.51' 168° 11.3 NM to fld. 1160/8E.

AMAZON NDB (MHW) 233 AZN N39°53.04' W94°54.49' 175° 6.7 NM to fld.

TARIO NDB (LOM) 260 ST N39°40.55' W94°54.42' 355° 5.8 NM to fld.

ILS 110.3 I-STJ Rwy 35. Class IE. LOM TARIO NDB. ILS unmonitored when twr clsd.

ASR

COMM/NAV/WEATHER REMARKS: Frequency 121.9 remoted to Kansas City App Con when twr clsd.

ST LOUIS

N38°51.64' W90°28.94' NOTAM FILE STL.

ST LOUIS

(H) VORTACW 117.4 STL Chan 121 141° 8.5 NM to Lambert-St. Louis Intl. 450/1E. HIWAS.

H-5D, L-27B, A

RCO 122.45 (ST LOUIS RADIO)

BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

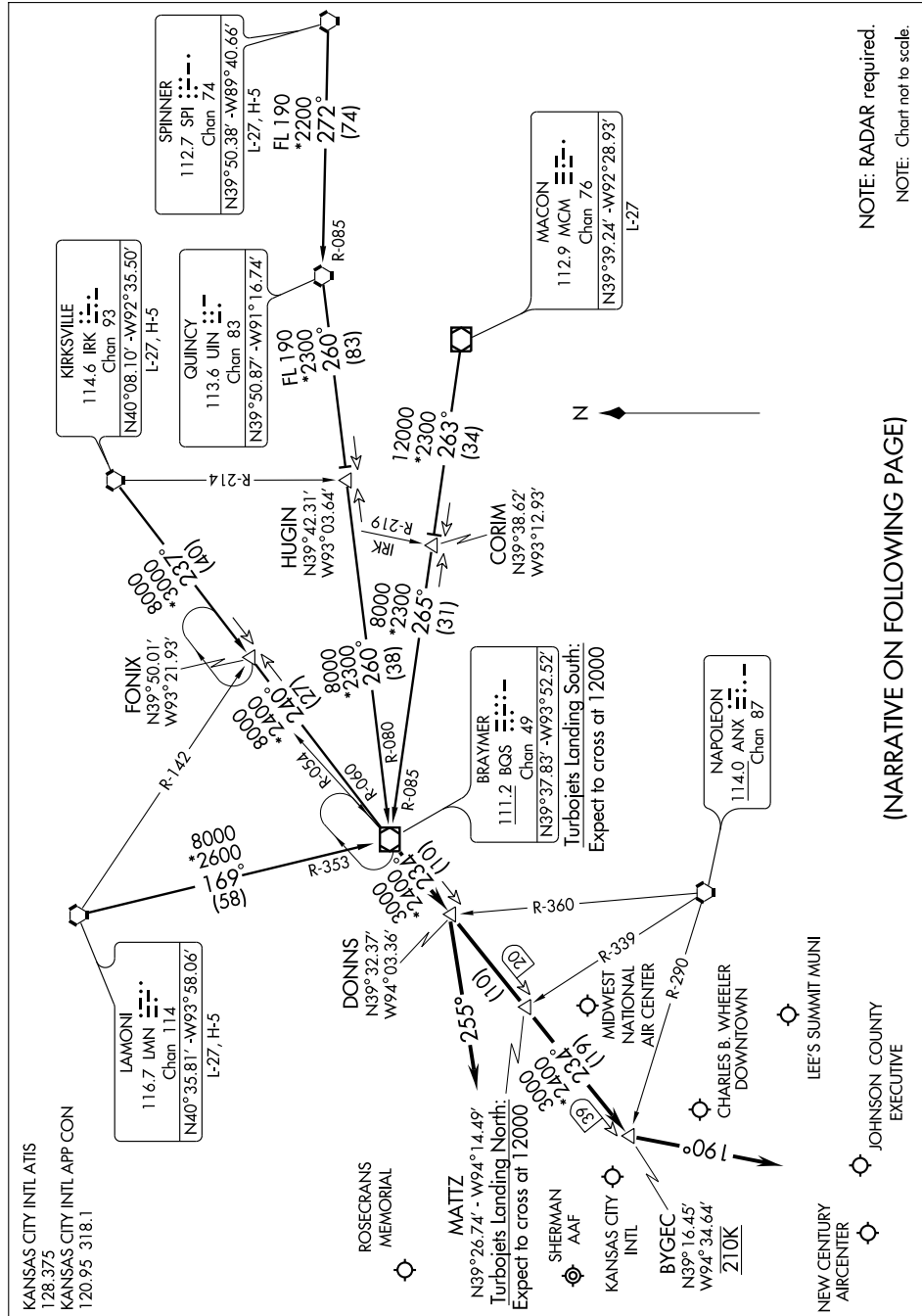
NC-3, 21 OCT 2010 to 18 NOV 2010

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3. 21 OCT 2010 to 18 NOV 2010



BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

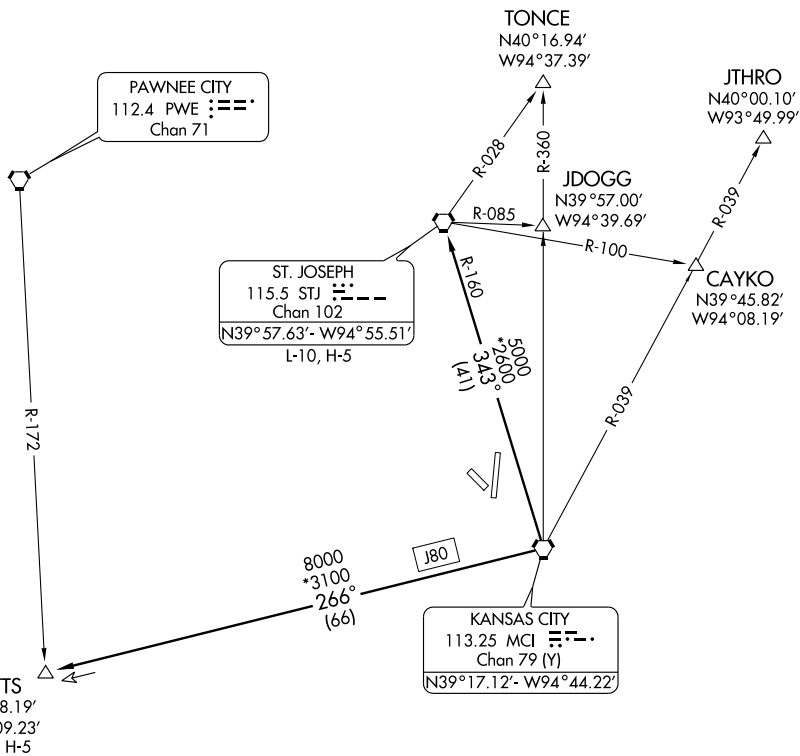
. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

CHIEF THREE DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-STJ	APP CRS	Rwy Idg	8059
<u>110.3</u>	356°	TDZE	814
		Apt Elev	826

ILS or LOC RWY 35
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

T
A ADF or TACAN Required.
ASR/PAR

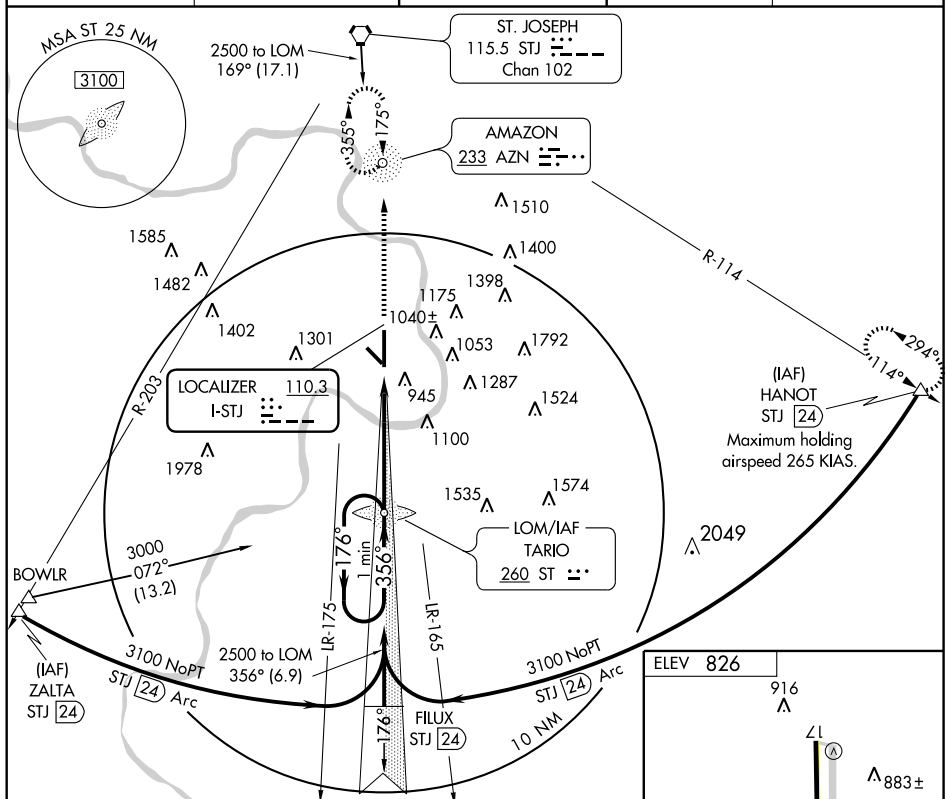
MISSED APPROACH: Climb to 2700 direct AZN NDB and hold.
(TACAN aircraft climb to 2700 then climbing right turn to 3100 via
STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

ATIS
125.05

ST. JOSEPH APP COM
120.35 360.8

ST. JOSEPH TOWER ★
126.9 (CTAF) **L** 239.0

GND CON
121.9

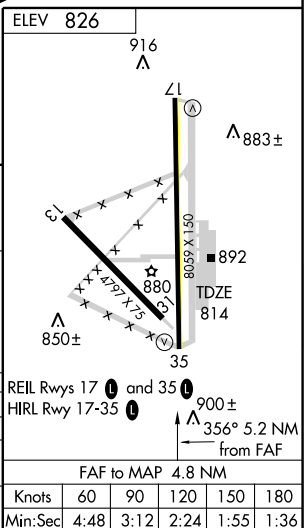
UNICOM
122.95

One Minute Holding Pattern

2500

2

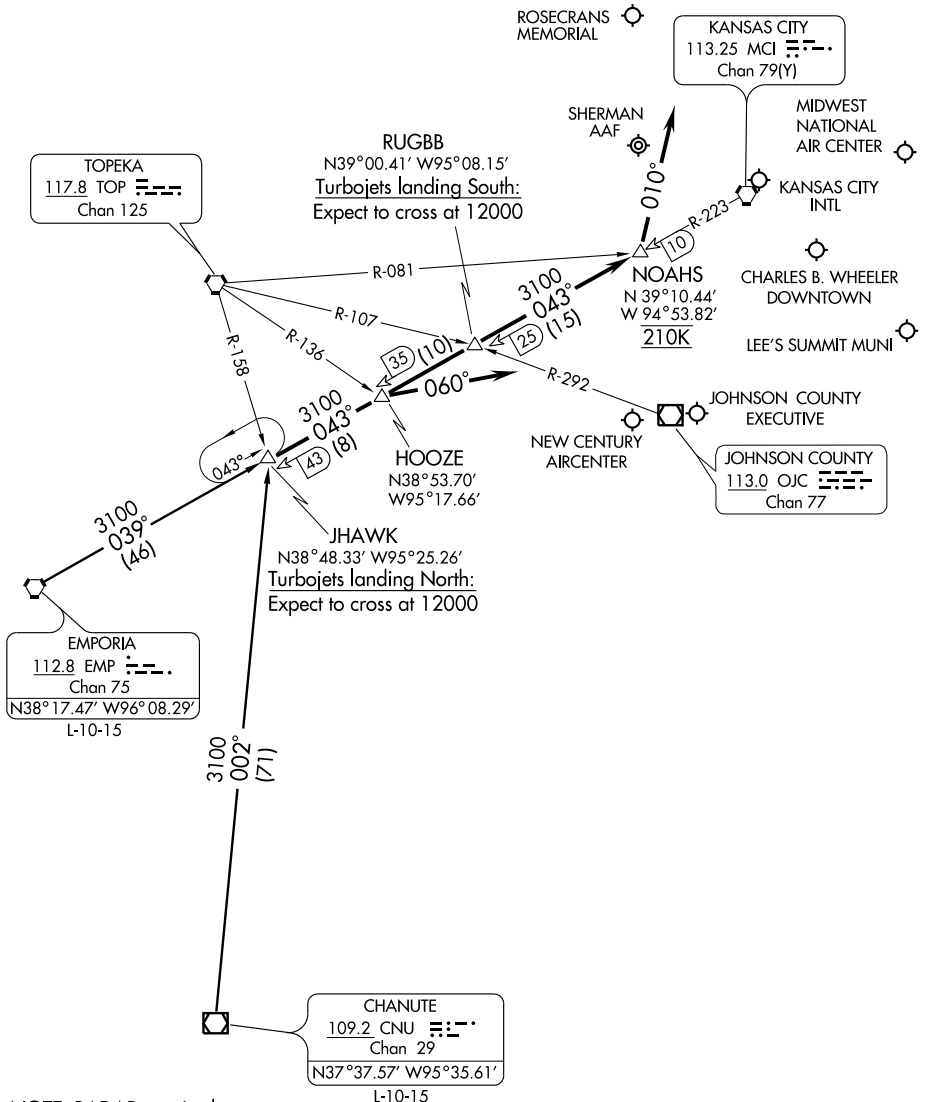
CTI

ST. JOSEPH, MISSOURI
Amdt 31A 10154ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
 116 LOG BAY 25

39°46'N-94°55'W

ILS or LOC RWY 35

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

NC-3. 21 OCT 2010 to 18 NOV 2010

LOC I-STJ	APP CRS	Rwy Idg	8059
<u>110.3</u>	176°	TDZE	826
		Apt Elev	826

LOC BC RWY 17
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)



MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

ATIS
125.05

ST. JOSEPH APP COM
120.35 360.8

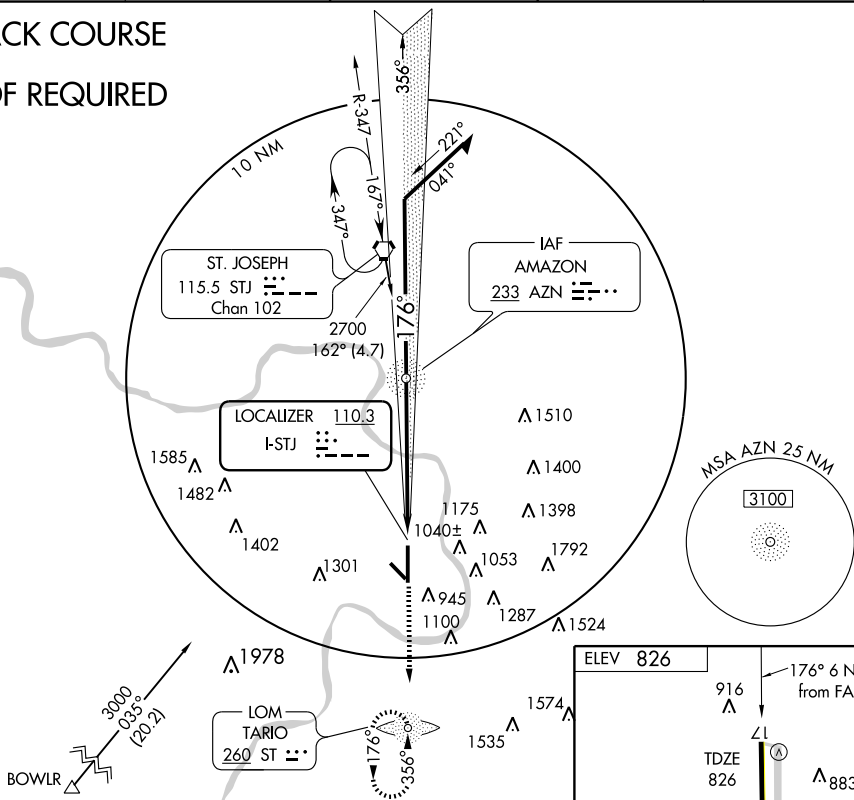
ST. JOSEPH TOWER ★
126.9 (CTAF) **L** 239.0

GND CON
121.9

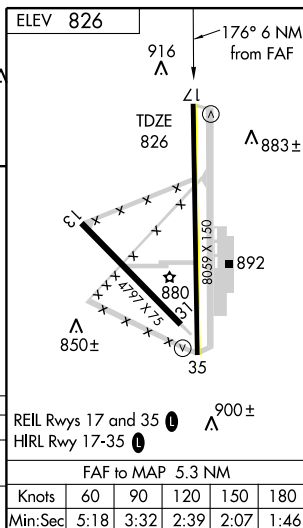
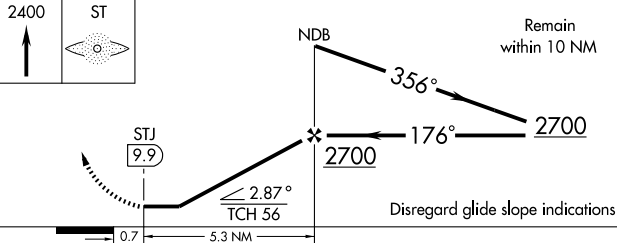
UNICOM
122.95

BACK COURSE

ADF REQUIRED



NC-3. 21 OCT 2010 to 18 NOV 2010



ST. JOSEPH, MISSOURI

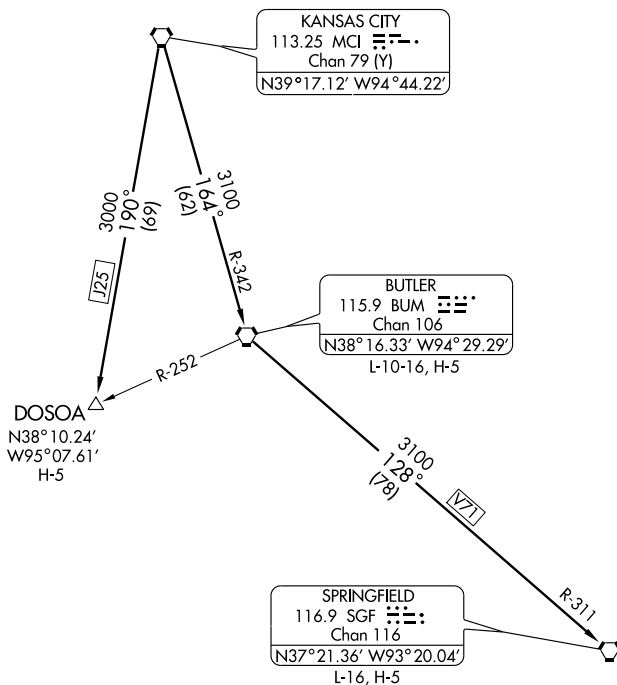
Amdt 9 10154

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

39°46'N-94°55'W

LOC BC RWY 17

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.



DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 77819 W35A	APP CRS 356°	Rwy Idg 8059 TDZE 814 Apt Elev 826
--	------------------------	---

RNAV (GPS) RWY 35

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

  ASR/PAR	DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter not received, use Kansas City Intl altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, Cat E ½ mile and Circling Cat C visibility ¼ mile, Cat D ½ mile.

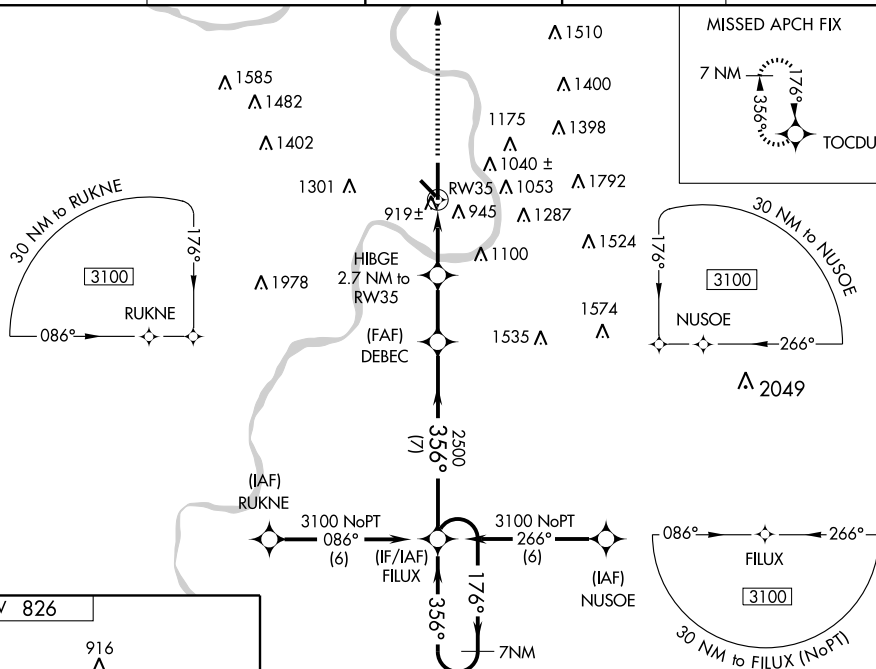
MISSED APPROACH: Climb to 3000 direct TOCDU and hold.

ATIS
125.05

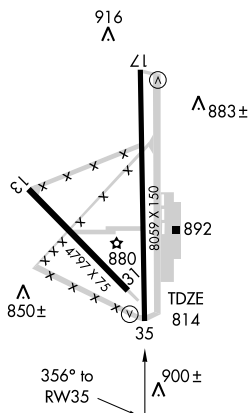
ST. JOSEPH APP CON ★
120.35 360.8

ST. JOSEPH TOWER ★
126.9(CTAF) L 239.0

GND CON
121.9

UNICOM
122.95

ELEV 826



REIL Rwys 17 and 35 L

HIRL Rwy 17-35 ●

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

39°46'N-94°55'W

RNAV (GPS) RWY 35

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

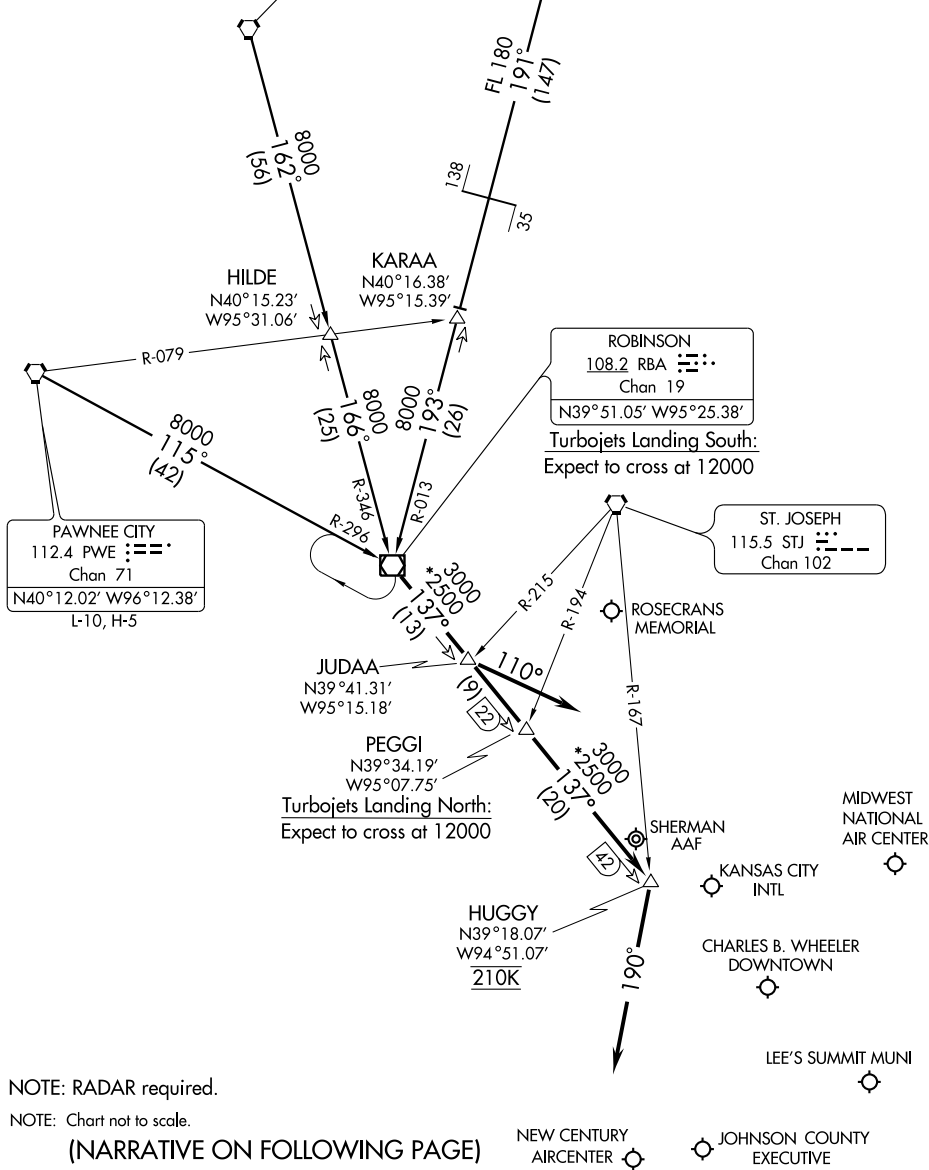
ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1

OMAHA
116.3 OVR
Chan 110
N41°10.04' W95°44.20'
L-10-12, H-5

FORT DODGE
113.5 FOD
Chan 82
N42°36.67' W94°17.69'
L-12, H-5



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

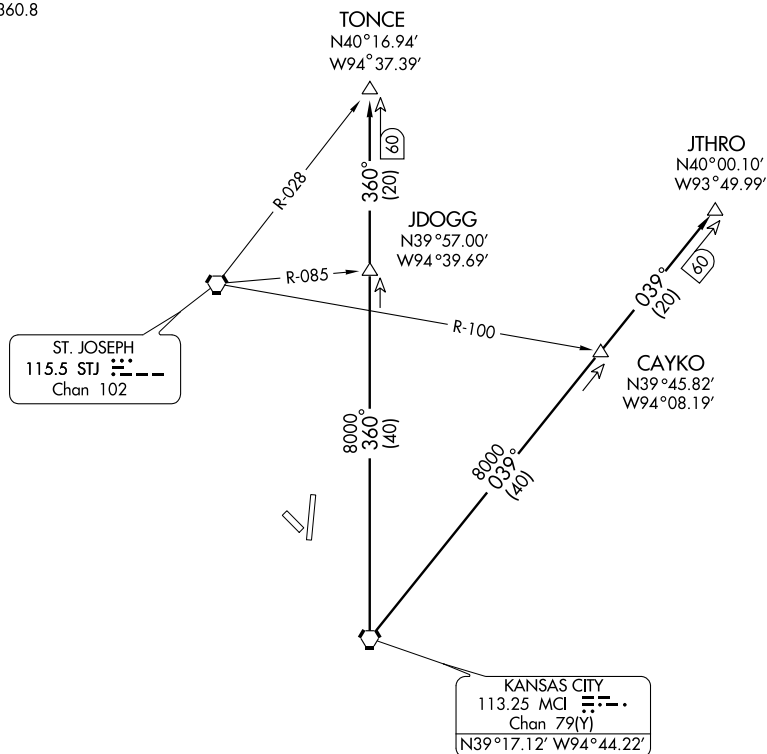
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

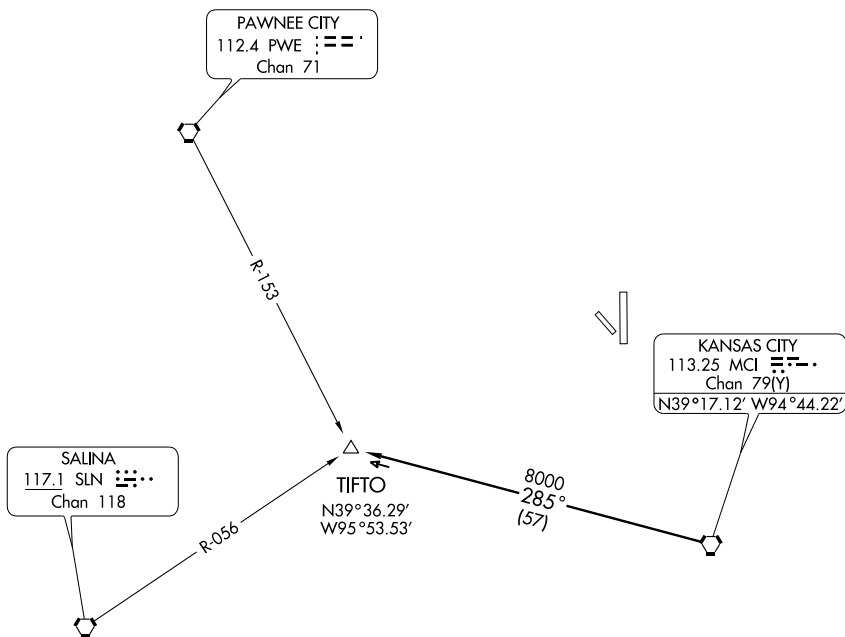
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

(TIFTO2.MCI) 05300
TIFTO TWO DEPARTURE

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)
SL-359 (FAA) ST. JOSEPH, MISSOURI

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8

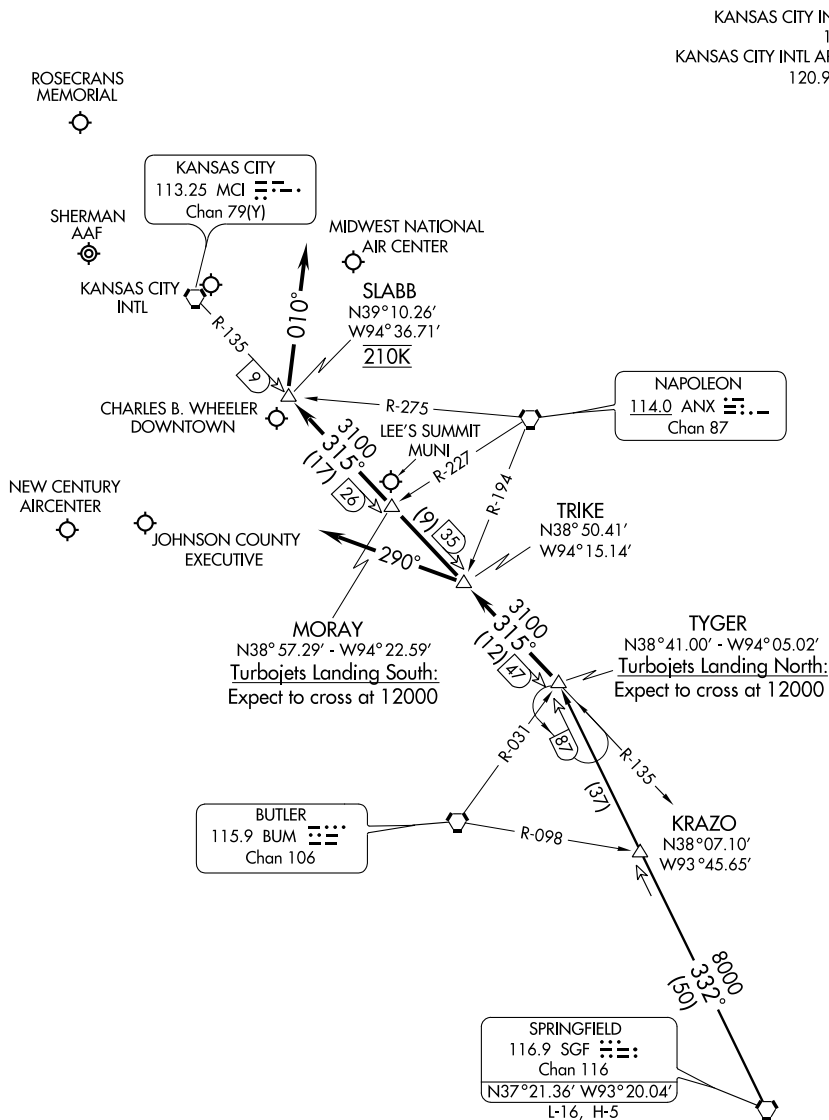


NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

STJ VORTAC	APP CRS	Rwy Idg	8059
115.5	348°	TDZE	814
Chan 102		Apt Elev	826

VOR/DME or TACAN RWY 35

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

T
A NA
ASR/PAR

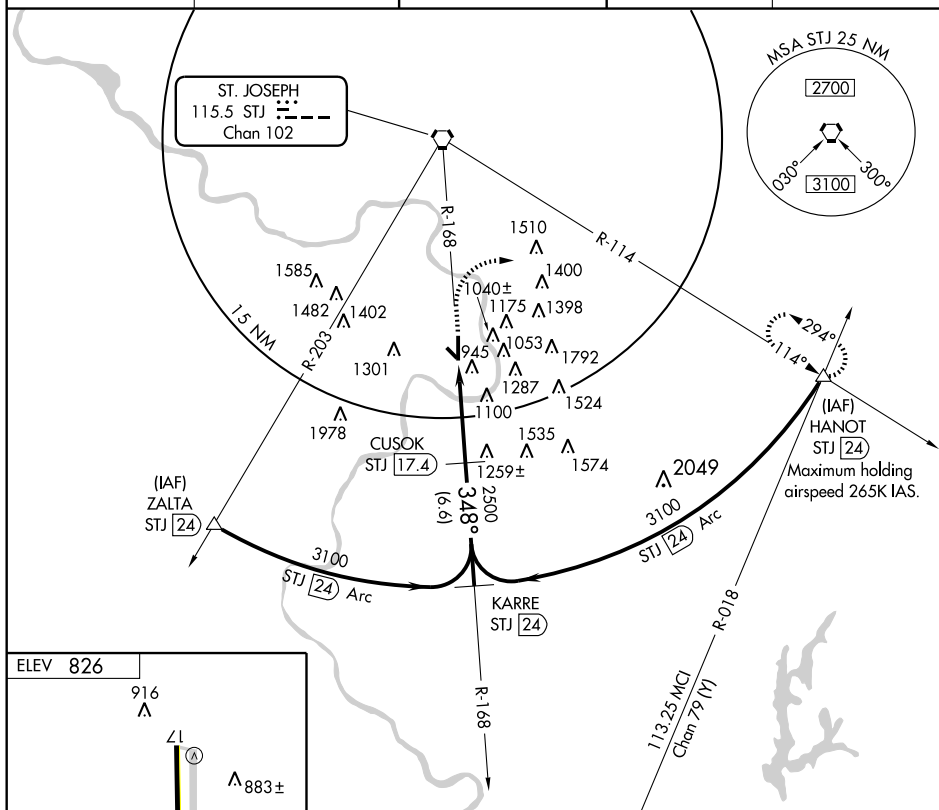
MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS
125.05

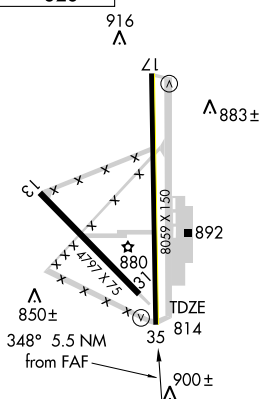
ST. JOSEPH APP COM
120.35 360.8

ST. JOSEPH TOWER ★
126.9 (CTAF) 239.0

GND CON
121.9

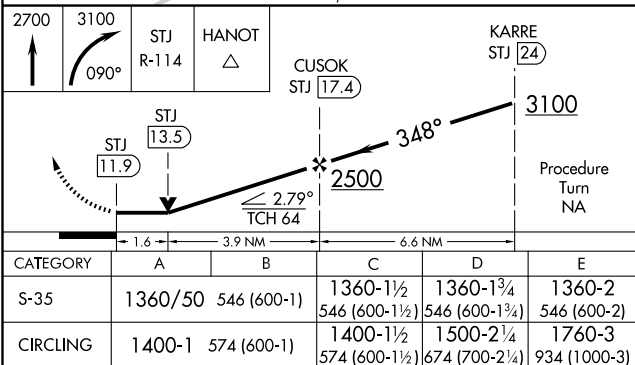
UNICOM
122.95

ELEV	826
------	-----



REIL Rwy 17 and 35 **L**
HPI Rwy 17-35 **L**

ST. JOSEPH, MISSOURI
Orig 10154



ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

VOR/DME or TACAN RWY 35

39°46'N-94°55'W

VORTAC STJ 115.5 Chan 102	APP CRS 167°	Rwy Idg 8059 TDZE 826 Apt Elev 826
---	------------------------	---

VOR or TACAN RWY 17
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

T
A

Missed approach to STJ VORTAC not authorized
for Cat. E aircraft.

ASR/PAR

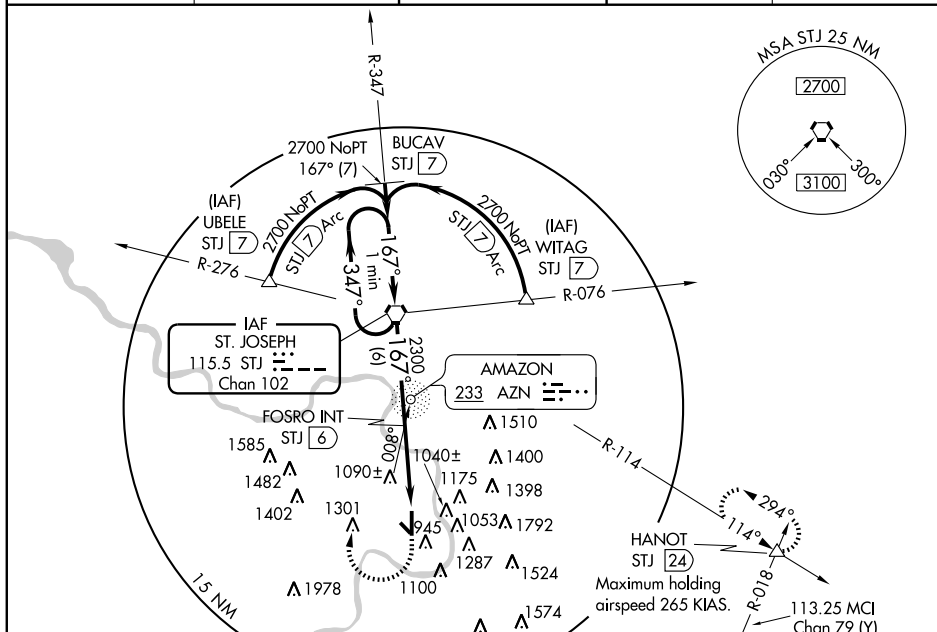
MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW. LT. 114° inbound).

ATIS
125.05

ST. JOSEPH APP CON ★
120.35 360.8

ST. JOSEPH TOWER ★
126-9 (CTAF) 239-0

GND CON
121.9

UNICOM
122.95

ADF or DME REQUIRED

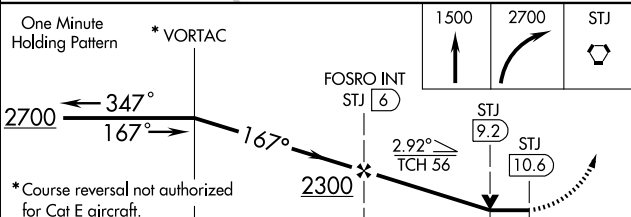
One Minute Holding Pattern

* VORTAC

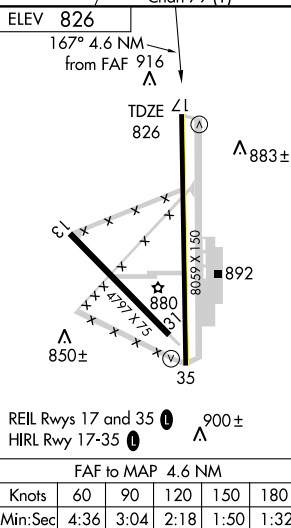
2700 ← 347
167° →

* Course reversal not authorized for Cat E aircraft.

*Course reversal not authorized for Cat E aircraft.



CATEGORY	A	B	C	D	E
S-17	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)

ST. JOSEPH, MISSOURI
Amdt 14 10154

39°46'N-94°55'W

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
VOR or TACAN RWY 17

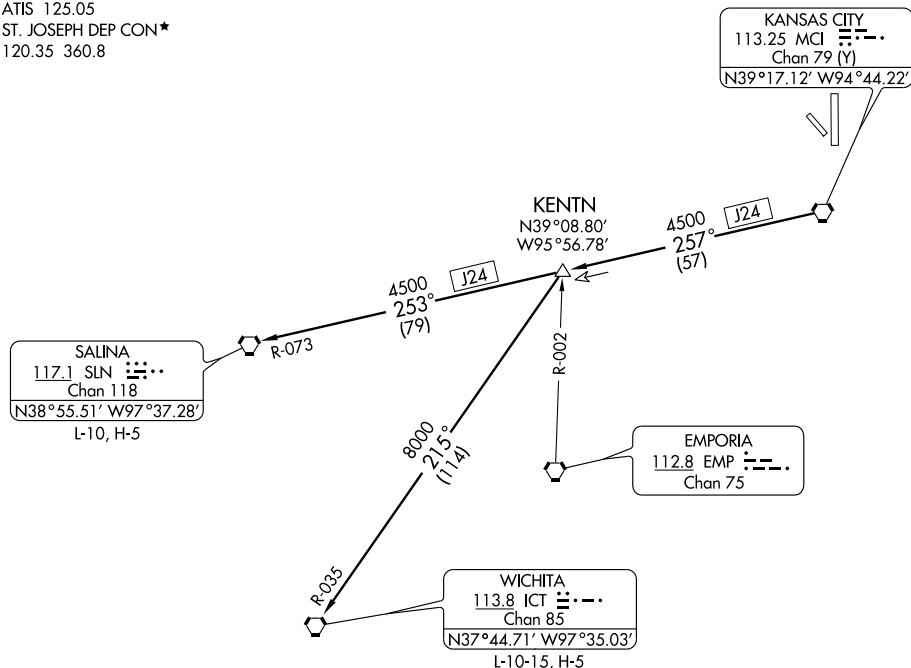
NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

(WLDCT2.MCI) 07298
WILDCAT TWO DEPARTURE

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)
SL-359 (FAA) ST. JOSEPH, MISSOURI

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

ST LOUIS

CREVE COEUR (1H0) 4 NW UTC-6(-5DT) N38°43.60' W90°30.50'

ST. LOUIS

463 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE STL

L-27B, A

RWY 16-34: H4500X75 (CONC) S-3 MRL

IAP

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Pole.

RWY 07-25: 3120X220 (TURF)

RWY 07: Trees. RWY 25: Crops. Rgt tfc.

AIRPORT REMARKS: Attended 1400Z—dusk. Rwy 07-25 and Rwy 16-34

CLOSED to touch and go lds. Deer on and invof arpt. Helicopter ops on and invof arpt. Hover taxi training ops are conducted parallel to Rwy 07-25. Be alert to increased antique acft ops on and invof arpt on weekends. Rwy 16-34 restricted to acft 30,000

lbs max gross weight or less, single wheel. Rwy 16-34 restricted to acft 12,000 lbs max gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 314-878-6400.

Ultralights not allowed. Call arpt manager for information about twy and apron strength. TPA—1113(650) and 1463(1000) for acft over 12,500 pounds. Rwy 07-25 marked with large yellow cones. MRL Rwy 16-34 preset on low ints, to increase ints and

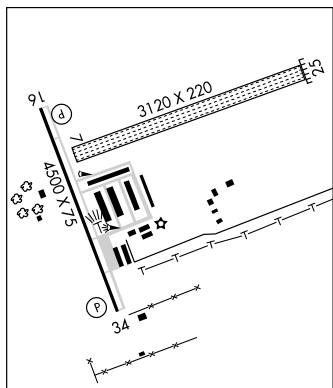
ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ST LOUIS APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66' W90°58.27' 080° 21.8 NM to fld. 818/5E.



LAMBERT-ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC-6(-5DT)

ST LOUIS

N38°44.92' W90°21.20'

H-5D, L-27B, A

618 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D

IAP, DIAP, AD

NOTAM FILE STL

RWY 12R-30L: H11019X200 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760 HIRL CL

RWY 12R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 69'. Thld dsplcd 467'. Road. Rgt tfc.

RWY 30L: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 58'. Thld dsplcd 201'. Sign. 0.7% down.

RWY 12L-30R: H9003X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760 HIRL CL

RWY 12L: ALSF2. TDZL. REIL. PAPI (P4R)—GA 3.0° TCH 64'. Building. 0.8% up.

RWY 30R: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 71'. Tower. Rgt tfc. 0.9% down.

RWY 11-29: H9001X150 (CONC-GRVD) S-75, D-200, 2D-325, 2D/2D2-700 HIRL CL

RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57'. 0.7% down.

RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56'. 0.7% up.

RWY 06-24: H7602X150 (CONC-GRVD) S-75, D-176, 2S-175, 2D-280, 2D/2D2-660 HIRL

RWY 06: MALSR. PAPI (P4R)—GA 3.0° TCH 51'. Tree.

RWY 24: MALS. PAPI (P4L)—GA 3.0° TCH 53'. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-7602 TODA-7602 ASDA-7352 LDA-7352

RWY 11: TORA-9001 TODA-9001 ASDA-9001 LDA-9001

RWY 12L: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

RWY 12R: TORA-11019 TODA-11019 ASDA-11019 LDA-10562

RWY 24: TORA-7602 TODA-7602 ASDA-7602 LDA-7602

RWY 29: TORA-9001 TODA-9001 ASDA-9001 LDA-9001

RWY 30L: TORA-11019 TODA-11019 ASDA-11019 LDA-10819

RWY 30R: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

ARRESTING GEAR/SYSTEM

RWY 12R HOOK BAK-12A(B) (1090')

HOOK BAK 12A(B) (1300') RWY 30L

RWY 06 HOOK BAK-12A(B) (1450')

MILITARY SERVICE: A-Gear Retractable BAK-12A(B) available Rwy 06, 12R, and 30L. A-Gear are kept in recessed position until req for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be raised.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. No practice apch unless authorized by twr and/or arpt authority. Taxiing acft should use caution in early morning and late afternoon. Sun glare may make visual recognition of signs and markings difficult. No designated taxilanes or apron twys located on air carrier ramps. No student solo ops permitted. Waiver to conduct simultaneous apchs to parallel rwy separated by 1,300 ft in effect. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwy. Rwy 30L PAPI offset 5° S to accommodate LDA/DME apch to Rwy 30L. Rwy 30R ALSF2 unmonitored except when rwy visual range visibility blo 1800'. Rwy 06 touchdown rwy visual range avbl. Rwy 12L rwy visual range touchdown, midpoint and rollout avbl. Rwy 12R touchdown zone lights OTS indef. Ldg fee. Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Precision Runway Monitor Electronic Scan Radar System (PRM), Simultaneous Offset Instrument Approach (SOIA) Procedure For Pilots Filing Flight Plans, Continuous Power Facilities.

MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re-alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426-0159. LAWRS. LLWAS.

COMMUNICATIONS: SFA D-ATIS 125.025 379.925 UNICOM 122.95

ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

⑤ ST LOUIS APP CON 133.55 338.25 (S-W) 132.125 360.6 (N-E) 123.7

ST LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R)
351.9 (Rwy 30L)

ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

CLNC DEL 119.5 363.1

⑤ ST LOUIS DEP CON 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64' W90°28.94' 141° 8.5 NM to fld. 450/1E.
HIWAS.

CARDINAL (H) VORW/DME 116.45 CSX Chan 111(Y) N38°45.16' W90°21.65' at fld. 530/OE.

OBLIO NDB (LOM) 338 LM N38°48.02' W90°28.48' 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28' W90°16.73' 241° 4.9 NM to fld.

ILS 111.5 I-BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 I-RMK Chan 54(Y) Rwy 30L. Class I. GS unusable blo 1780' LOC unusable missed approach inbound.

ILS/DME 111.3 I-SJW Chan 50 Rwy 30R. Class IIIE.

ILS/DME 110.3 I-STL Chan 40 Rwy 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I-LMR Chan 34 Rwy 12R. Class IB. LOM OBLIO NDB.

ILS 108.9 I-LDZ Rwy 12L. Class IIE. LOM OBLIO NDB.

ILS/DME 110.3 I-JAK Chan 40 Rwy 06. Class IB LOC unusable inside of .3 NM fm thld. GS unusable byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500'.

ILS/DME 111.95 I-OGZ Chan 56(Y) Rwy 11. Class IIIE.

ILS/DME 111.95 I-RQN Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches.

COMM/NAV/WEATHER REMARKS: A pre-taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more than 10 minutes prior to taxi time.

WAAS CH 50403 W16A	APP CRS 158°	Rwy Idg 4500 TDZE 451 Apt Elev 463
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RNAV (GPS) RWY 16

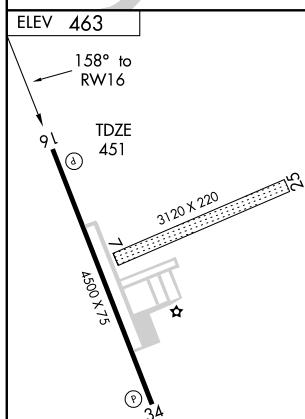
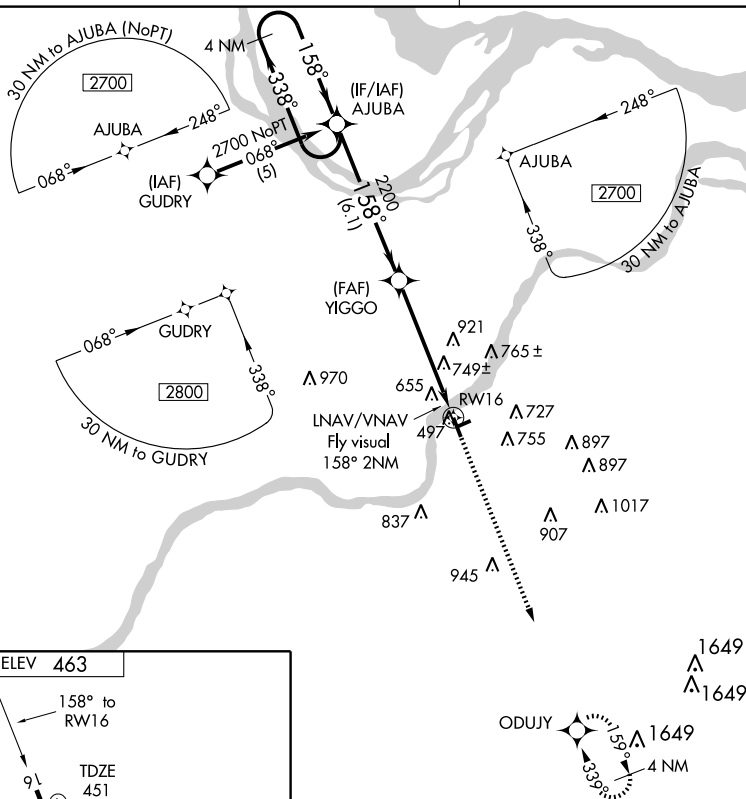
ST. LOUIS/CREVE COEUR (1H0)



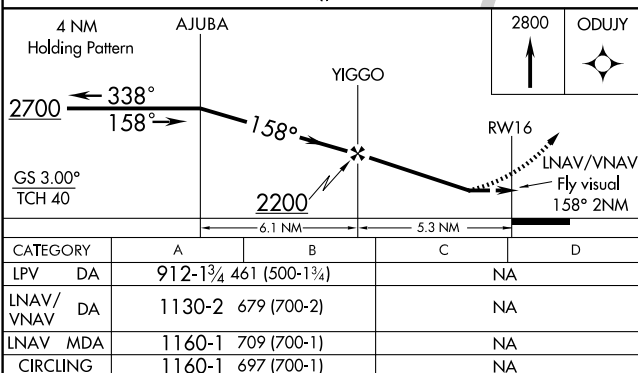
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) **L**

REIL Rwy 16 and 34 **L**
MIRL Rwy 16-34 **L**



ST. LOUIS, MISSOURI

Amdt 1 07354

ST. LOUIS/ CREVE COEUR (1H0)

RNAV (GPS) RWY 16

38°44'N - 90°30'W

WAAS CH 93905 W34A	APP CRS 338°	Rwy Idg TDZE Apt Elev	4500 463 463
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RNAV (GPS) RWY 34

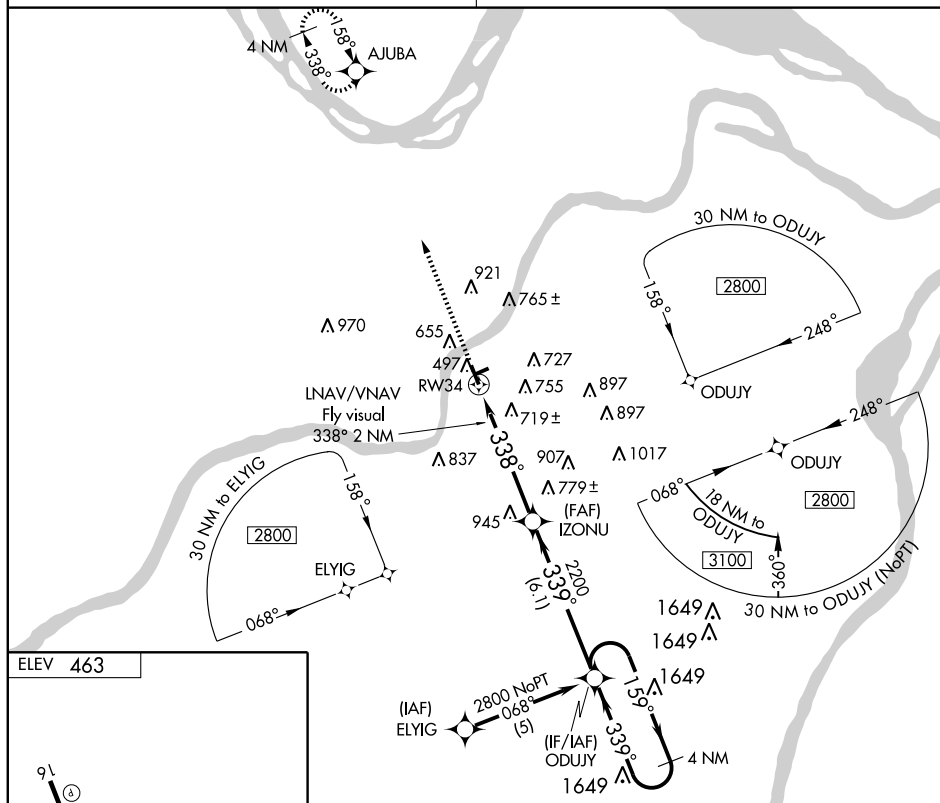
ST. LOUIS/CREVE COEUR (1H0)

▼ Use Lambert-St Louis Intl altimeter setting.
 ▲ NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

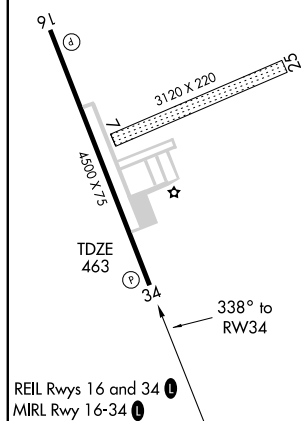
MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) 0



ELEV 463



2700	AJUBA	VGSI and RNAV glidepath not coincident.		ODUJY	4 NM Holding Pattern
↑	✱				
RW34				IZONU	
LNNAV/VNAV Fly visual 338° 2 NM				ODUJY	
				159° → 2800	
				← 339°	
				GS 3.00° TCH 30	
				5.3 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	809-1¼	346 (400-1¼)		NA	
LNNAV/VNAV DA	1131-2	668 (700-2)		NA	
LNNAV MDA	1080-1	617 (700-1)		NA	
CIRCLING	1080-1	617 (700-1)		NA	

ST. LOUIS, MISSOURI

Amdt 1 07354

ST. LOUIS/CREVE COEUR (1H0)

38°44'N - 90°30'W

RNAV (GPS) RWY 34

VORTAC FTZ 110.8 Chan 45	APP CRS 080°	Rwy Idg TDZE Apt Elev	N/A N/A 451
--	------------------------	-----------------------------	--

VOR-A

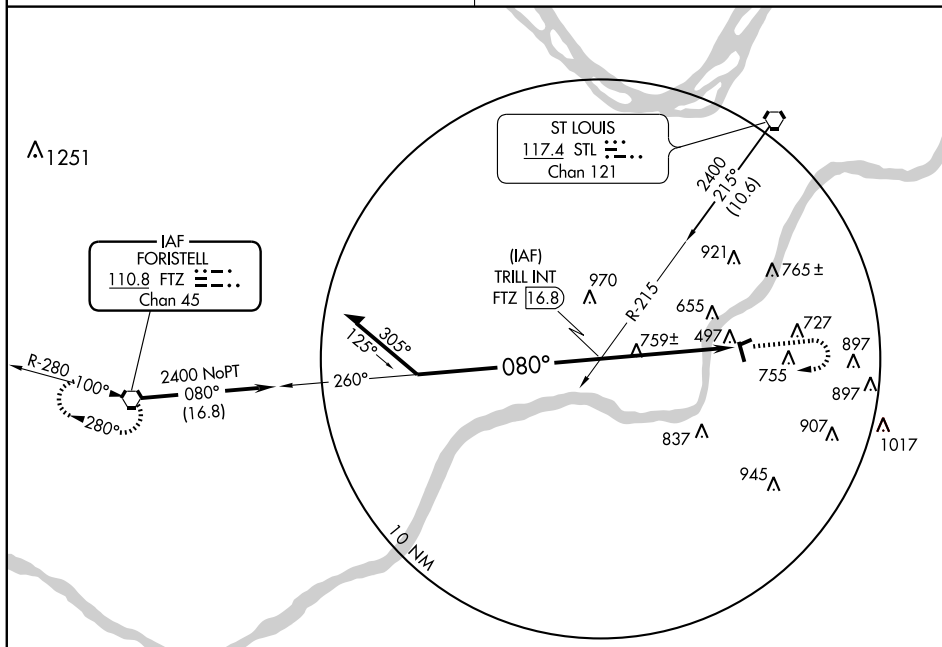
ST. LOUIS/ CREVE COEUR (1H0)

T **A** NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

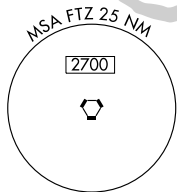
ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) **L**

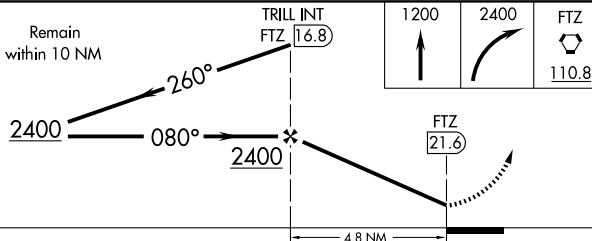
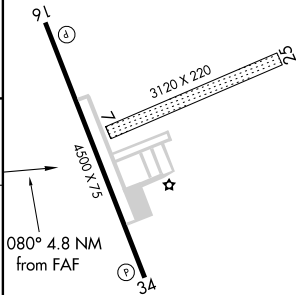


NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010



ELEV 451
REIL Rwy 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
CIRCLING	1060-1 609 (700-1)	1080-1¼ 629 (700-1¼)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

ST. LOUIS, MISSOURI

Amdt 5 08325

ST. LOUIS/CREVE COEUR (1H0)

VOR-A

38°44'N-90°30'W

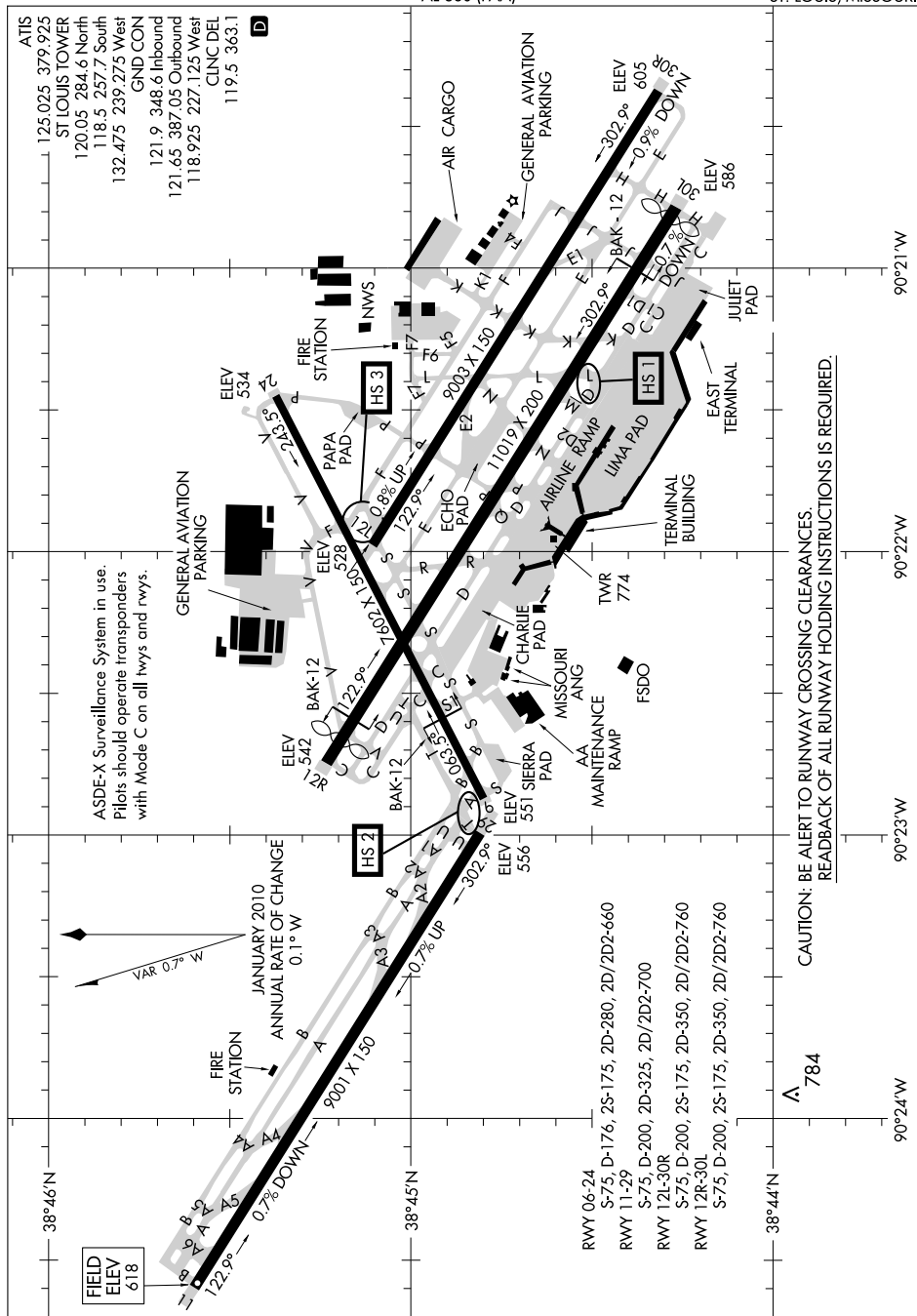
AIRPORT DIAGRAM

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

AL-360 (FAA)

NC-3, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

ST LOUIS

CREVE COEUR (1H0) 4 NW UTC-6(-5DT) N38°43.60' W90°30.50'

ST. LOUIS

463 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE STL

L-27B, A

RWY 16-34: H4500X75 (CONC) S-3 MRL

IAP

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Pole.

RWY 07-25: 3120X220 (TURF)

RWY 07: Trees. RWY 25: Crops. Rgt tfc.

AIRPORT REMARKS: Attended 1400Z—dusk. Rwy 07-25 and Rwy 16-34

CLOSED to touch and go lds. Deer on and invof arpt. Helicopter ops on and invof arpt. Hover taxi training ops are conducted parallel to Rwy 07-25. Be alert to increased antique acft ops on and invof arpt on weekends. Rwy 16-34 restricted to acft 30,000

lbs max gross weight or less, single wheel. Rwy 16-34 restricted to acft 12,000 lbs max gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 314-878-6400.

Ultralights not allowed. Call arpt manager for information about twy and apron strength. TPA—1113(650) and 1463(1000) for acft over 12,500 pounds. Rwy 07-25 marked with large yellow cones. MRL Rwy 16-34 preset on low ints, to increase ints and

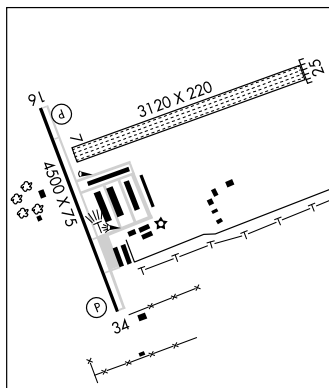
ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ST LOUIS APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORSTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66' W90°58.27' 080° 21.8 NM to fld. 818/5E.



LAMBERT-ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC-6(-5DT)

ST LOUIS

N38°44.92' W90°21.20'

H-5D, L-27B, A

618 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D

IAP, DIAP, AD

NOTAM FILE STL

RWY 12R-30L: H11019X200 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760 HIRL CL

RWY 12R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 69'. Thld dsplcd 467'. Road. Rgt tfc.

RWY 30L: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 58'. Thld dsplcd 201'. Sign. 0.7% down.

RWY 12L-30R: H9003X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760 HIRL CL

RWY 12L: ALSF2. TDZL. REIL. PAPI (P4R)—GA 3.0° TCH 64'. Building. 0.8% up.

RWY 30R: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 71'. Tower. Rgt tfc. 0.9% down.

RWY 11-29: H9001X150 (CONC-GRVD) S-75, D-200, 2D-325, 2D/2D2-700 HIRL CL

RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57'. 0.7% down.

RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56'. 0.7% up.

RWY 06-24: H7602X150 (CONC-GRVD) S-75, D-176, 2S-175, 2D-280, 2D/2D2-660 HIRL

RWY 06: MALSR. PAPI (P4R)—GA 3.0° TCH 51'. Tree.

RWY 24: MALS. PAPI (P4L)—GA 3.0° TCH 53'. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-7602 TODA-7602 ASDA-7352 LDA-7352

RWY 11: TORA-9001 TODA-9001 ASDA-9001 LDA-9001

RWY 12L: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

RWY 12R: TORA-11019 TODA-11019 ASDA-11019 LDA-10562

RWY 24: TORA-7602 TODA-7602 ASDA-7602 LDA-7602

RWY 29: TORA-9001 TODA-9001 ASDA-9001 LDA-9001

RWY 30L: TORA-11019 TODA-11019 ASDA-11019 LDA-10819

RWY 30R: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

ARRESTING GEAR/SYSTEM

RWY 12R HOOK BAK-12A(B) (1090')

HOOK BAK 12A(B) (1300') RWY 30L

RWY 06 HOOK BAK-12A(B) (1450')

MILITARY SERVICE: A-Gear Retractable BAK-12A(B) available Rwy 06, 12R, and 30L. A-Gear are kept in recessed position until req for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be raised.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. No practice apch unless authorized by twr and/or arpt authority. Taxiing acft should use caution in early morning and late afternoon. Sun glare may make visual recognition of signs and markings difficult. No designated taxilanes or apron twys located on air carrier ramps. No student solo ops permitted. Waiver to conduct simultaneous apchs to parallel rwy separated by 1,300 ft in effect. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwy. Rwy 30L PAPI offset 5° S to accommodate LDA/DME apch to Rwy 30L. Rwy 30R ALSF2 unmonitored except when rwy visual range visibility blo 1800'. Rwy 06 touchdown rwy visual range avbl. Rwy 12L rwy visual range touchdown, midpoint and rollout avbl. Rwy 12R touchdown zone lights OTS indef. Ldg fee. Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Precision Runway Monitor Electronic Scan Radar System (PRM), Simultaneous Offset Instrument Approach (SOIA) Procedure For Pilots Filing Flight Plans, Continuous Power Facilities.

MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re-alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426-0159. LAWRS. LLWAS.

COMMUNICATIONS: SFA D-ATIS 125.025 379.925 UNICOM 122.95

ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

⑤ ST LOUIS APP CON 133.55 338.25 (S-W) 132.125 360.6 (N-E) 123.7

ST LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R)
351.9 (Rwy 30L)

ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

CLNC DEL 119.5 363.1

⑤ ST LOUIS DEP CON 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64' W90°28.94' 141° 8.5 NM to fld. 450/1E.
HIWAS.

CARDINAL (H) VORW/DME 116.45 CSX Chan 111(Y) N38°45.16' W90°21.65' at fld. 530/OE.

OBLIO NDB (LOM) 338 LM N38°48.02' W90°28.48' 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28' W90°16.73' 241° 4.9 NM to fld.

ILS 111.5 I-BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 I-RMK Chan 54(Y) Rwy 30L. Class I. GS unusable blo 1780' LOC unusable missed approach inbound.

ILS/DME 111.3 I-SJW Chan 50 Rwy 30R. Class IIIE.

ILS/DME 110.3 I-STL Chan 40 Rwy 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I-LMR Chan 34 Rwy 12R. Class IB. LOM OBLIO NDB.

ILS 108.9 I-LDZ Rwy 12L. Class IIE. LOM OBLIO NDB.

ILS/DME 110.3 I-JAK Chan 40 Rwy 06. Class IB LOC unusable inside of .3 NM fm thld. GS unusable byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500'.

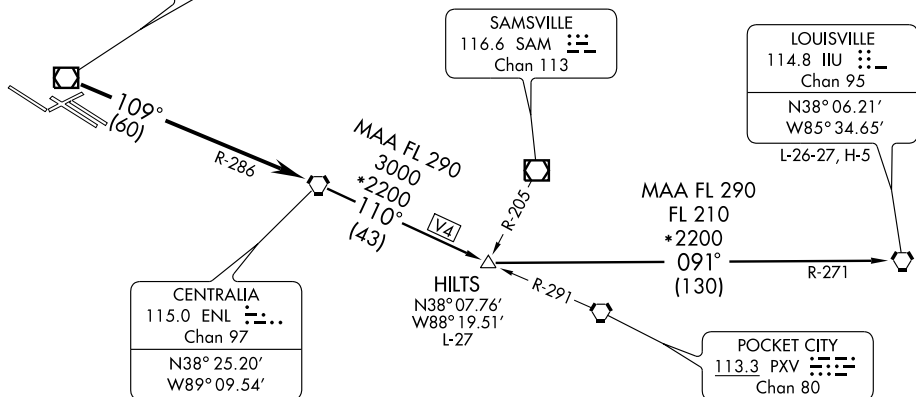
ILS/DME 111.95 I-OGZ Chan 56(Y) Rwy 11. Class IIIE.

ILS/DME 111.95 I-RQN Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches.

COMM/NAV/WEATHER REMARKS: A pre-taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more than 10 minutes prior to taxi time.

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'



NOTE: For Turbojets only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.



DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.
OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.
Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.
Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.

Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.
Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.
Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.
Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.
Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.
Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.

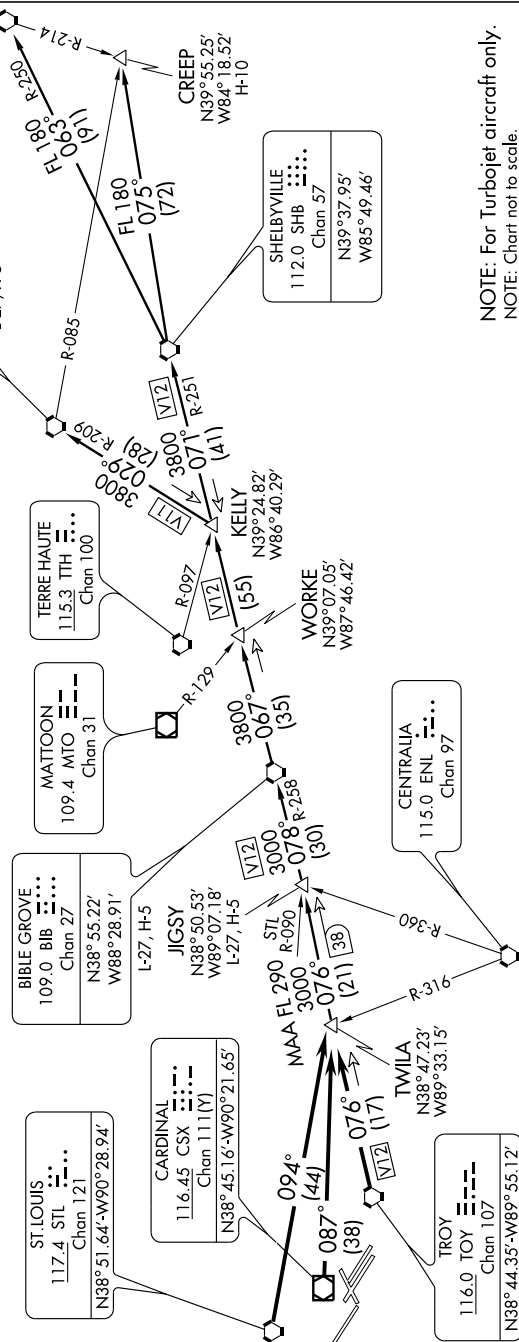
Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.
Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.
Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4,BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION [GATWY4.VHP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB R-258 to ROD VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.
 CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB R-258, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.
 JIGSY TRANSITION [GATWY4.JIGSY]: From over TWILA INT via TOY R-076 to JIGSY INT.
 ROSEWOOD TRANSITION [GATWY4.ROD]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB R-258, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-JAK 110.3 Chan 40	APP CRS 063°	Rwy Idg TDZE 551 Apt Elev 618
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ILS or LOC RWY 6

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

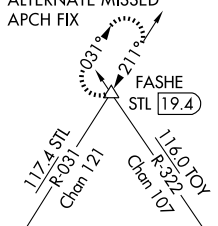
When MALSR inoperative, increase visibility S-ILS 6
Cat E ¼ mile and S-LOC 6 Cat E ½ mile.



MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ALTERNATE MISSED
APCH FIX

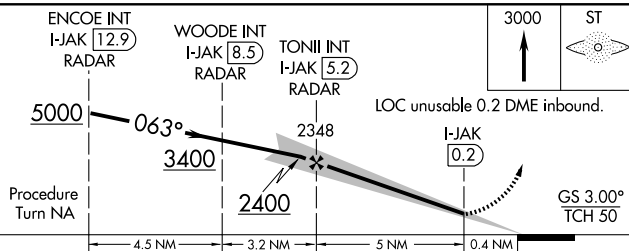


IAF
FORISTELL
110.8 FTZ
Chan 45

5000
095°
(16.3)

ADF REQUIRED

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

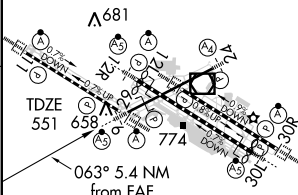


CATEGORY	A	B	C	D	E
S-ILS 6	801/40 250 (200-¾)				
S-LOC 6	1020/24 469 (500-½)	1020/40 469 (500-¾)	1020/50 469 (500-1)	1020/60 469 (500-1¼)	

ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all RwyS
REIL RwyS 12L and 30L
TDZ/CL RwyS 11, 12L, 12R, 29, and 30R

FAF to MAP 5 NM

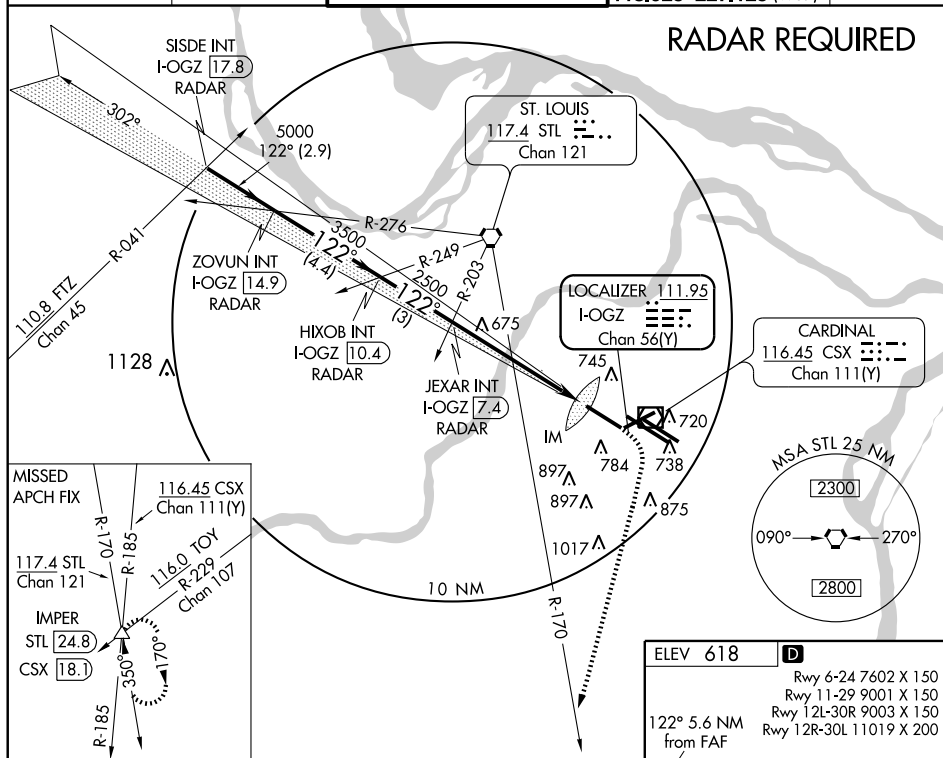
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC/DME I-OGZ 111.95 Chan 56 (Y)	APP CRS 122°	Rwy Idg 9001 TDZE 618 Apt Elev 618
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ILS or LOC RWY 11

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

<div><div></div><div>For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.</div></div>		<div><div>ALSF-2</div><div><div><div></div><div></div></div><div></div></div></div>	<div>MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.</div>		
<div>ATIS</div> <div>125.025 379.925</div>	<div>ST. LOUIS APP CON</div> <div>133.55 338.25</div>	<div>ST. LOUIS TOWER</div> <div>N 120.05 284.6 S 118.5 257.7</div> <div>W 132.475 239.275</div>		<div>GND CON</div> <div>121.9 348.6(Inbound)</div> <div>121.65 387.05(Outbound)</div> <div>118.925 227.125 (West)</div>	<div>CLNC DEL</div> <div>119.5 363.1</div>



NC-3. 21 OCT 2010 to 18 NOV 2010

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

SISDE INT
I-OGZ [17.8]
RADAR

ZOVUN INT
I-OGZ [14.9]
RADAR

HIXOB INT
I-OGZ [10.4]
RADAR

JEXAR INT
I-OGZ [7.4]
RADAR

I-OGZ [2.7]

I-OGZ [1.8]

IM

5000

122°

*5000

*3500

2500

GS 3.00°
TCH 55'

2.9 NM

4.4 NM

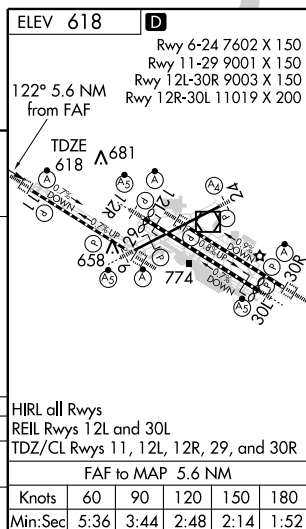
3 NM

4.7 NM

0.8 NM

0.1

CATEGORY	A	B	C	D	E
S-ILS 11			818/18 200 (200-½)		818/24 200 (200-½)
S-LOC 11		980/24 362 (400-½)		980/40 362 (400-¾)	



LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg TDZE Apt Elev	9003 541 618
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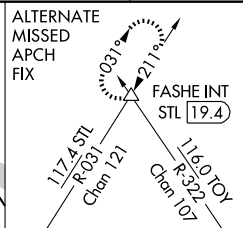
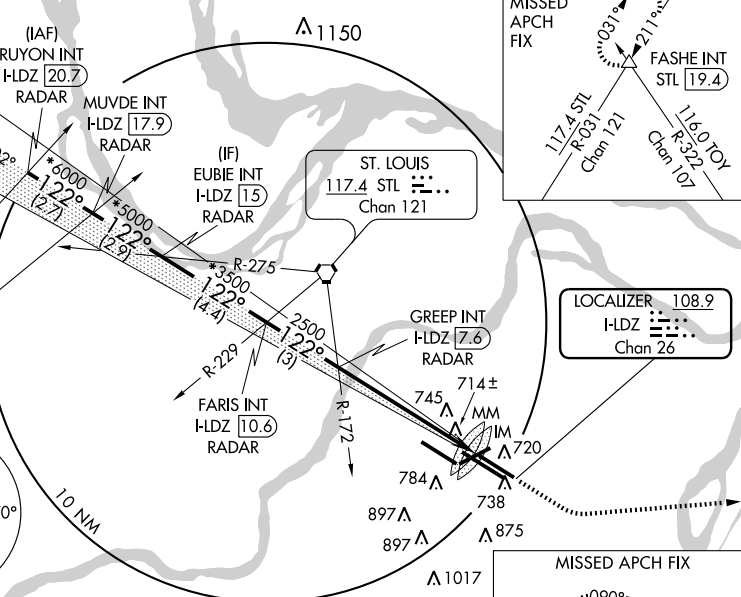
ILS or LOC RWY 12L

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

<p>▼ For inoperative ALSF-2, increase S-ILS 12L Cat E visibility to RVR 4000 and S-LOC 12L Cat E visibility to 1½ mile. Disregard OM indications.</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.</p>
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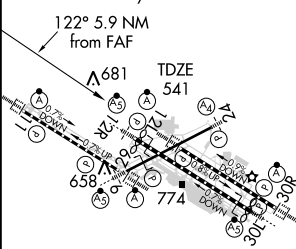
<p>ATIS 125.025 379.925</p>	<p>ST. LOUIS APP CON 133.55 338.25</p>	<p>ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275</p>	<p>GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)</p>	<p>CLNC DEL 119.5 363.1</p>
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* When assigned by ATC, intercept glidepath at 3500 or 5000 or 6000.



LOCALIZER **108.9**
I-LDZ
Chan **26**

ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	



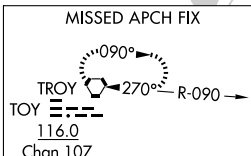
HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

RADAR and DME REQUIRED

* When assigned by ATC, intercept glidepath at 3500 or 5000 or 6000.

RUYON INT I-LDZ [20.7] RADAR	MUVDE INT I-LDZ [17.9] RADAR	EUBIE INT I-LDZ [15] RADAR	FARIS INT I-LDZ [10.6] RADAR	GREEP INT I-LDZ [7.6] RADAR	#1-LDZ [2.9] MM	I-LDZ [1.7] IM
6000	*6000	122°	*5000	*3500	2500	# LOC only
GS 3.00° TCH 54						
2.7 NM	2.9 NM	4.4 NM	3 NM	4.7 NM	0.8	0.3 0.2
CATEGORY	A	B	C	D	E	
S-ILS 12L	741/18 200 (200-½)					741/24 200 (200-½)
S-LOC 12L	980/24 439 (400-½)					980/40 439 (400-¾) 980/50 439 (400-1)



LOC/DME I-LMR 109.7 Chan 34	APP CRS 122°	Rwy Idg 12R 10552 TDZE 540 Apt Elev 618	Rwy Idg 12L 9003 TDZE 541 Apt Elev 618
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ILS or LOC RWY 12R

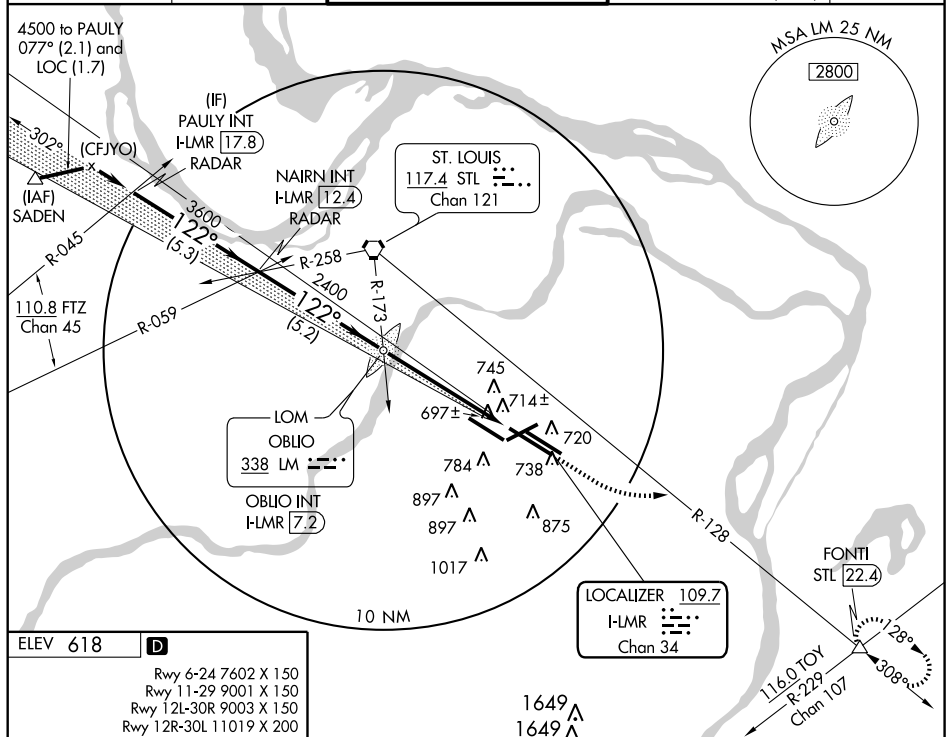
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

▼ Inoperative table does not apply to S-ILS 12R or sidestep 12L. For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

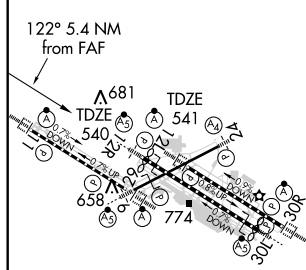


MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	



HIRL all Rwy's	
REIL Rwy's 12L and 30L	
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

ST. LOUIS, MISSOURI
Amdt 21E 17DEC09

PAULY INT I-LMR 17.8 RADAR	NAIRN INT I-LMR 12.4 RADAR	OBLO LOM/INT I-LMR 7.2	1500	5000	STL R-128	FONTI
Procedure Turn NA						
4500	122°	3600	2400	2327	3	1.8
GS 3.00° TCH 54	5.3 NM	5.2 NM	4.2 NM	1.2 NM		
CATEGORY	A	B	C	D	E	
S-ILS 12R	790/40 250 (200-¾)					
S-LOC 12R	960/40 420 (400-¾)					960/50 420 (400-1)
SIDESTEP RWY 12L	980-1 439 (400-1)	980-1½ 439 (400-1½)	980-2 439 (400-2)			

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ILS or LOC RWY 12R

38°45'N-90°22'W

NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-STL 110.3 Chan 40	APP CRS 243°	Rwy Idg TDZE Apt Elev 7602 534 604
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ILS or LOC RWY 24

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

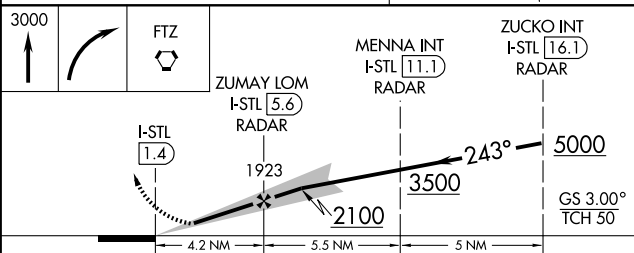
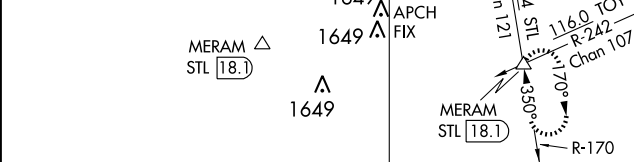
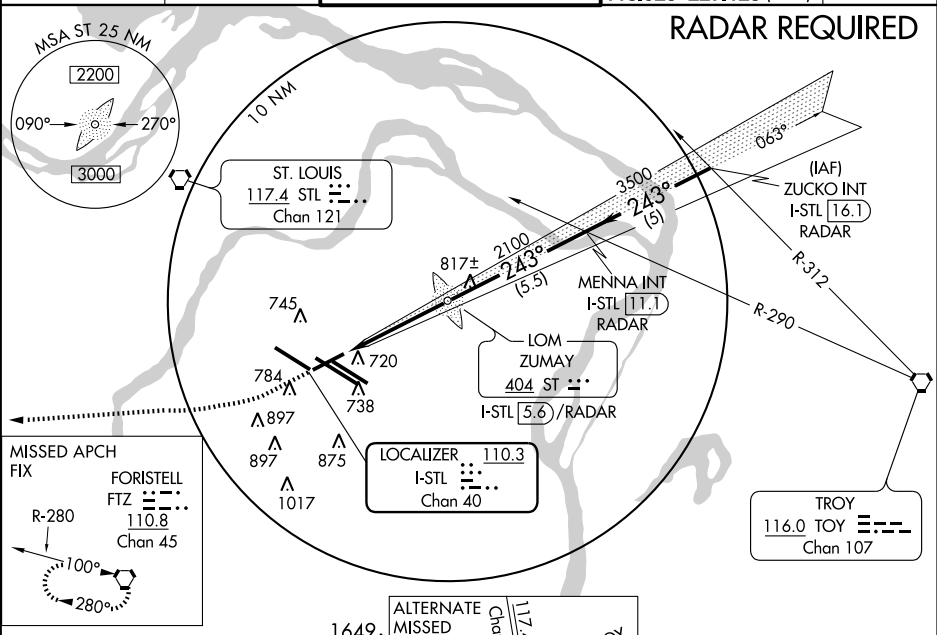
▼ Inoperative table does not apply to S-LOC 24 Cat C.
When MALS inoperative, increase visibility S-LOC 24
Cat E ¼ mile.

MALS


MISSED APPROACH: Climb to 3000 then right turn direct
FTZ VORTAC and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)	1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)		

ELEV 604	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	
HIRL all Rwys	
REIL Rwys 12L and 30L	
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

LOC/DME I-RQN	APP CRS	Rwy Idg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

ILS or LOC RWY 29

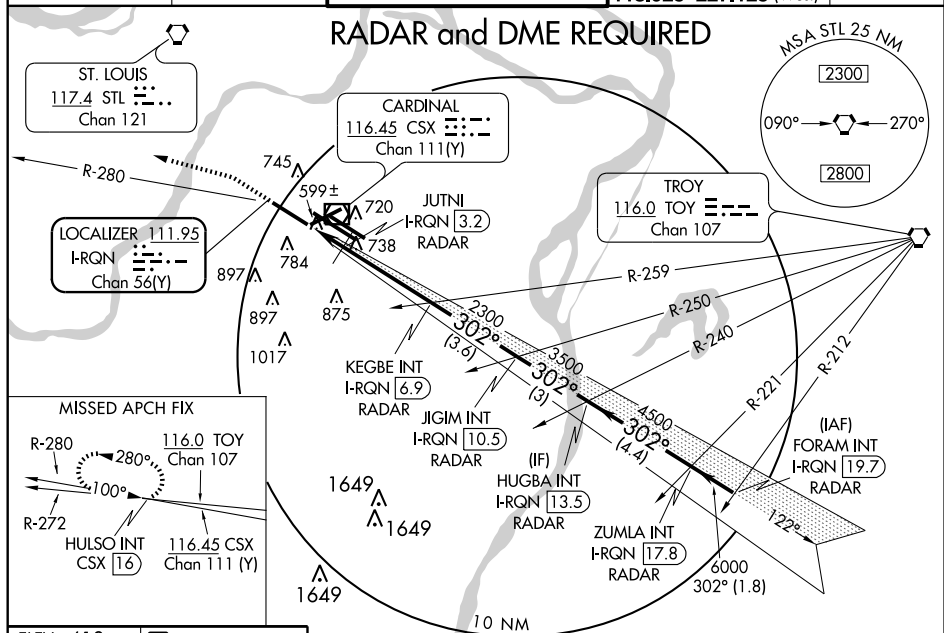
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

▼ For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1 $\frac{3}{4}$; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1 $\frac{1}{2}$. Visibility reduction by helicopters NA.

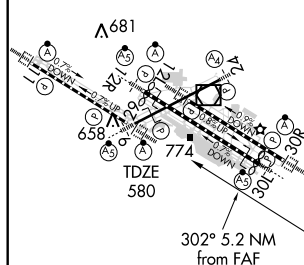


MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/ DME R-280 to HULSO/CSX 16 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200	



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1040	3000	CSX	HULSO INT	*When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.	
↑	285°	R-280	CSX 16	ZUMLA INT I-RQN 17.8 RADAR	FORAM INT I-RQN 19.7 RADAR
Disregard IM indications Autopilot coupled approach NA. % LOC only					
VGSIL and ILS glidepath not coincident					
JUTNI I-RQN 3.2 RADAR					
KEGBE INT I-RQN 6.9 RADAR					
JIGIM INT I-RQN 10.5 RADAR					
HUGBA INT I-RQN 13.5 RADAR					
ZUMLA INT I-RQN 17.8 RADAR					
FORAM INT I-RQN 19.7 RADAR					
302° 6000					
GS 3.00° TCH 56					
1.5 NM 3.7 NM 3.6 NM 3 NM 4.4 NM 1.8 NM					
CATEGORY	A B C D E				
S-ILS 29	830/40 250 (300-3/4)				
S-LOC 29	1100/40	520 (500-3/4)	1100/50 520 (500-1)	1100/60	520 (500-1 1/4)
JUTNI FIX MINIMUMS					
S-LOC 29	1000/40 420 (400-3/4)				1000/50 420 (400-1)

LOC I-BKY 111.5	APP CRS 302°	Rwy Idg TDZE Apt Elev	10818 583 618
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ILS or LOC RWY 30L

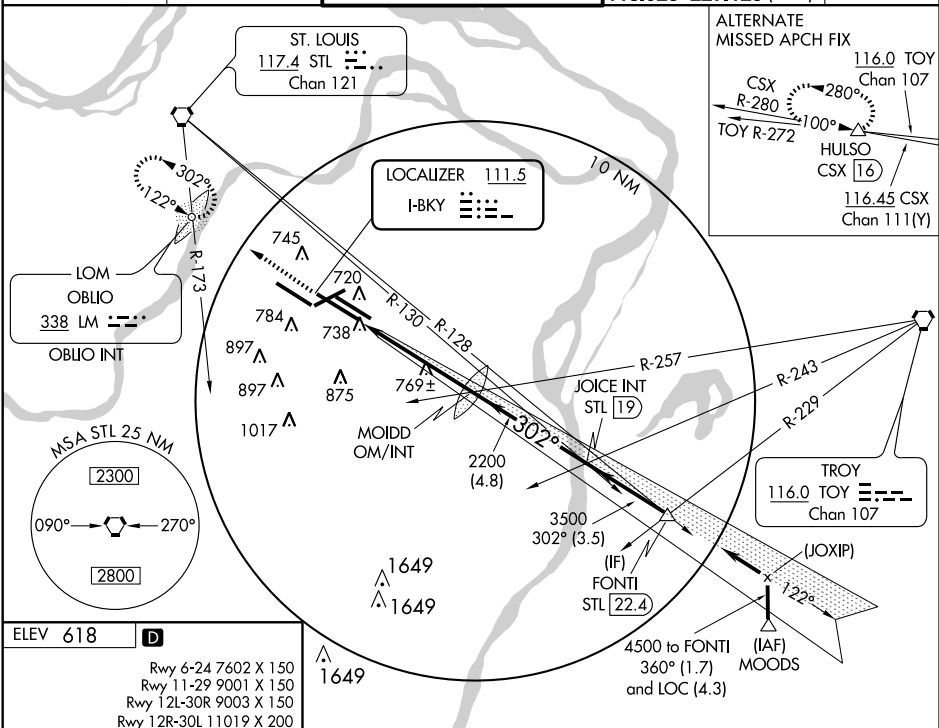
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
* RVR 1800 authorized with the use of HD or AP or HUD to DA.

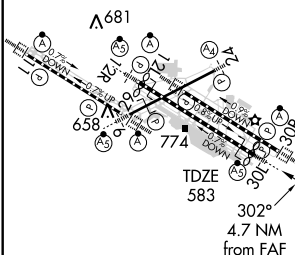


MISSED APPROACH: Climb to 3000 then direct OBLO LOM/INT and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200	

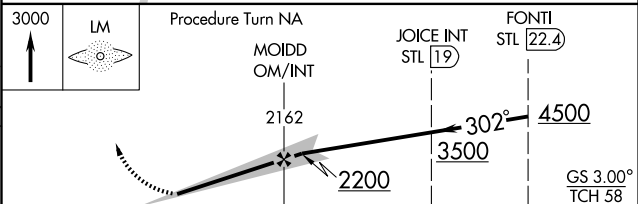


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.7 NM				
Knots	60	90	120	150
Min:Sec	4:42	3:08	2:21	1:53

ST. LOUIS, MISSOURI

Amdt 12 10210



CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)	1140/50 557 (600-1)	1140/60 557 (600-1½)	1140-1½ 557 (600-1½)	1140-1½ 557 (600-1½)



ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

38°45'N-90°22'W

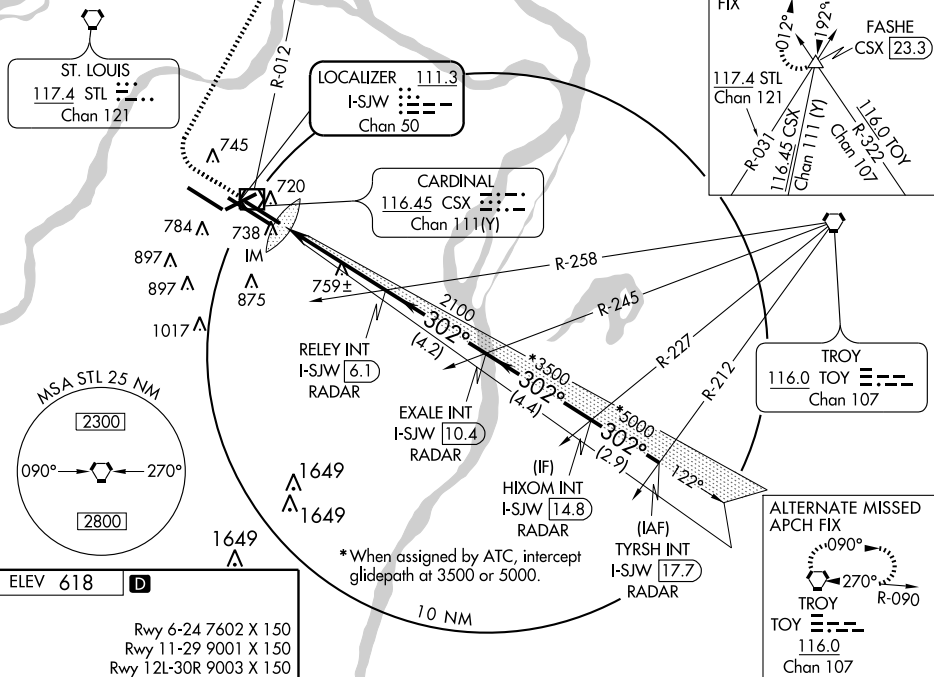
ILS or LOC RWY 30L

LOC/DME I-SJW <u>111.3</u> Chan 50	APP CRS 302°	Rwy Idg 9003 TDZE 605 Apt Elev 618
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ILS or LOC RWY 30R
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

	For inoperative ALSF-2, increase S-ILS 30R Cat E visibility to RVR 4000 and S-LOC 30R Cat E visibility to 1½ mile. Disregard OM indication.		ALSF-2 	MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.	
	ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275		GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

RADAR REQUIRED



Rwy 12R-30L 11019 X 200

△ 681

658

774

TDZE 605

302° 4.5 NM from FAF

HIRL all Rwys
 REL Rwys 12L and 30L
 TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.5 NM

	Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30	

1020 ↑	3000 hdg 030°	CSX R-012	FASHE △	*When assigned by ATC, intercept glidepath at 3500 or 5000.				
CATEGORY	A		B		C		D	E
S-ILS 30R	805/18				200 (200-½)		805/24 200 (200-½)	
S-LOC 30R	1020/24 415 (500-½)		1020/40 415 (500-¾)		1020/50 415 (500-1)			

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev 9001 618 618
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(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

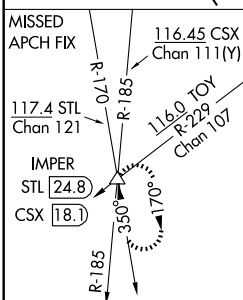
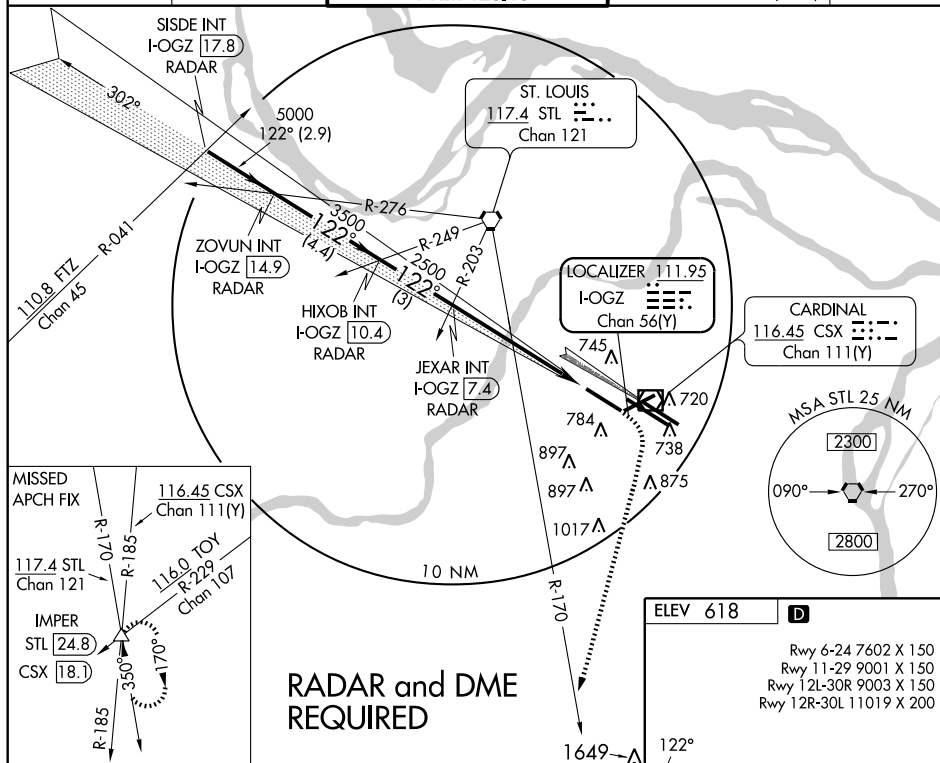
V Dual VHF comm required. Disregard MM and IM indications.
NA See additional requirements on PRM information page.
 For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000.
 Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
 Procedure not authorized when glideslope not available.

ALSF-2

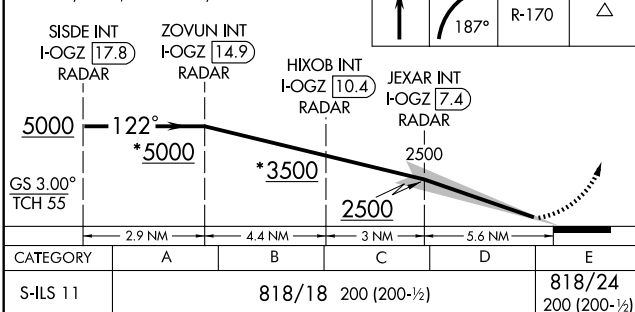


MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

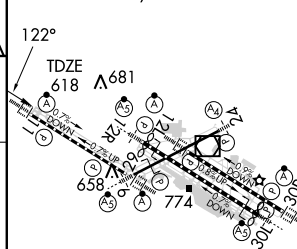
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	



ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- Minimums and missed approach procedures are unchanged.
- Monitor frequency no longer required.
- A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE 618 Apt Elev 618	9001
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(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

▼ Dual VHF comm required.
 ▲ NA Disregard MM and IM indications.
 See additional requirements on PRM information page.
 Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
 Procedure not authorized when glideslope not available.

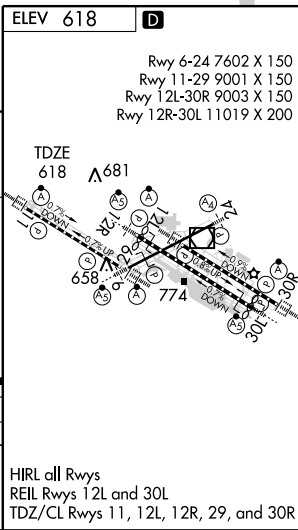
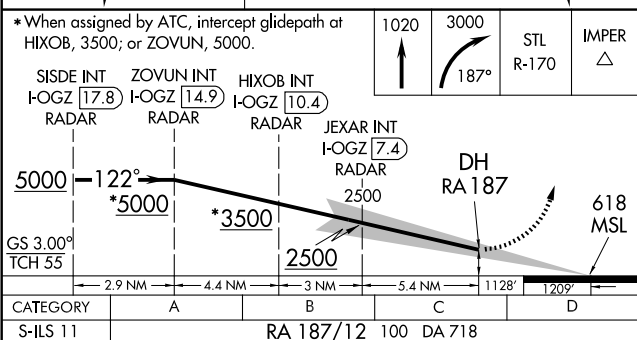
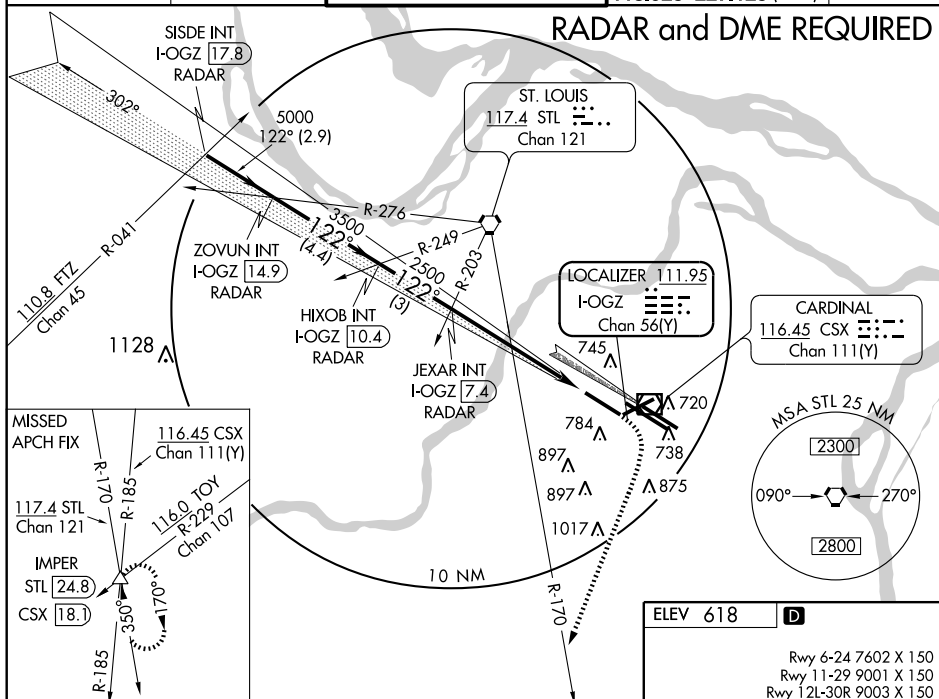
ALSIF-2



MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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RADAR and DME REQUIRED



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

LOC/DME I-OGZ <u>111.95</u> Chgn 56 (Y)	APP CRS 122°	Rwy Idg 9001 TDZE 618 Apt Elev 618
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(SIMULTANEOUS CLOSE PARALLEL)
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T Dual VHF comm required.
A Disregard MM and IM indications.
NA See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON
125.025 379.925	133.55 338.25

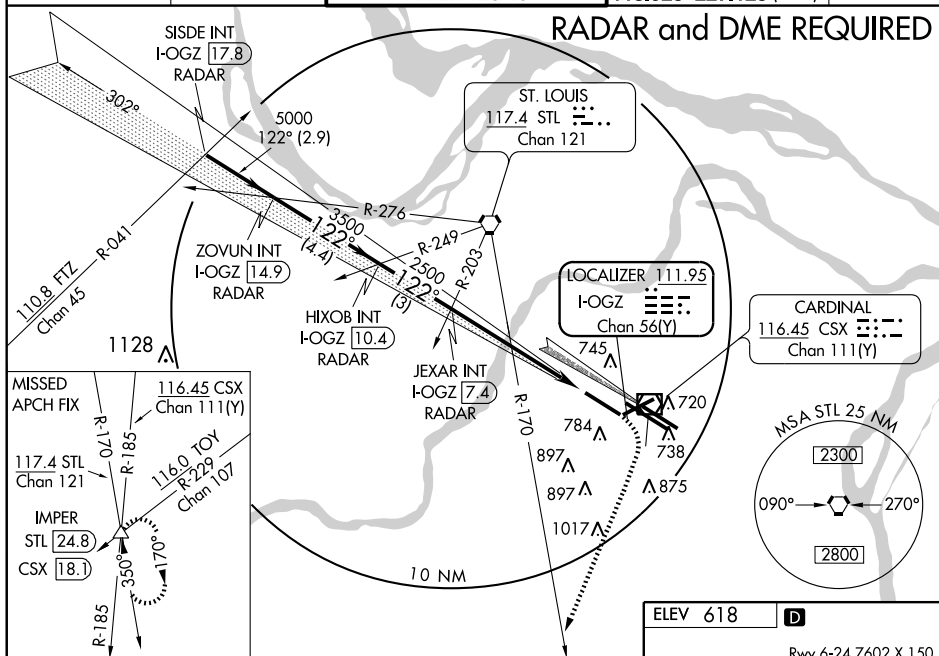
ST. LOUIS APP CON

ST. LOUIS TOWER
N 120.05 284.6 S 118.5 257.7
W 132.475 239.275
PBM 125.15

GND CON

121.9	348.6 (Inbound)	CLNC DEL
121.65	387.05 (Outbound)	119.5 363.1
118.925	227.125 (West)	

CLNC DEL
19.5 363.1



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020 ↑	3000 ↗ 187°	STL R-170	IMPER △
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SISDE INT	ZOVUN INT	HIXOB INT
I-OGZ 17.8	I-OGZ 14.9	I-OGZ 10.4
RADAR	RADAR	RADAR

JEXAR INT
I-OGZ 7.4
RADAR

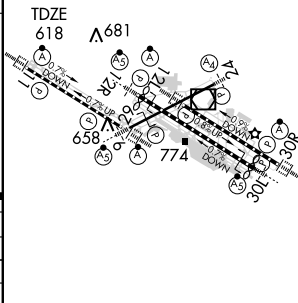
CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI

38°45'N-90°22'W

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

Orig-B 10210

ILS PRM RWY 11 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (CAT II)

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg TDZE Apt Elev 9003 541 618
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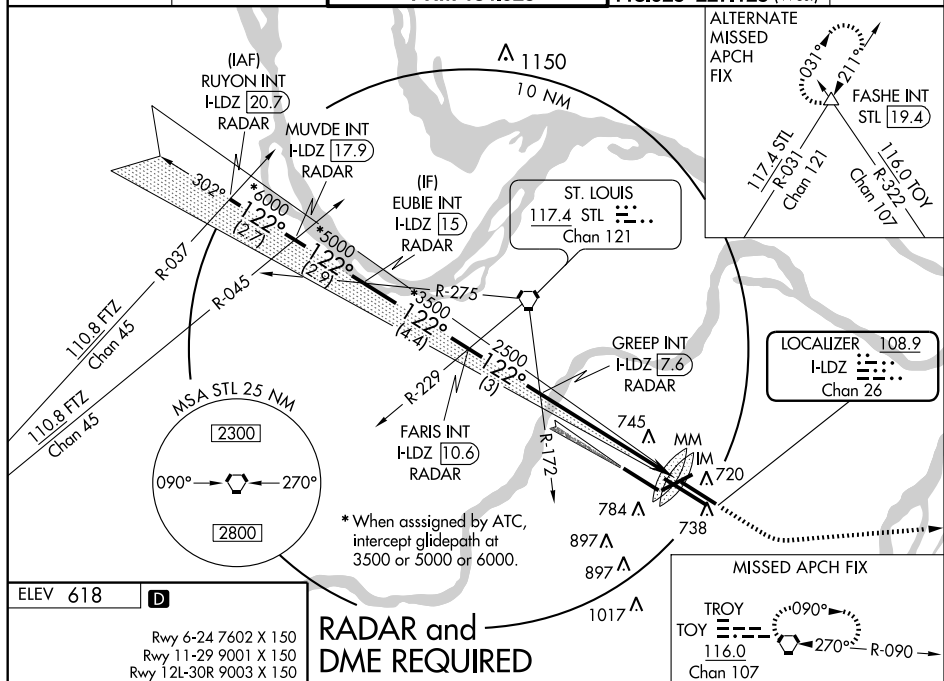
▼ Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.
Disregard OM, MM and IM indications.

ALSF-2



MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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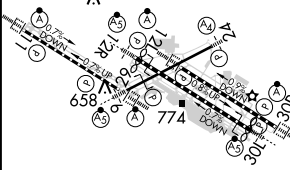
ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

TDZE

A 681 541



HIL all Rws
REIL Rws 12L and 30L
TDZ/CL Rws 11, 12L, 12R, 29, and 30R

RADAR and DME REQUIRED

* When assigned by ATC, intercept glidepath at 3500 or 5000 or 6000.

RUYON INT MUVDE INT
I-LDZ [20.7] I-LDZ [17.9]

RADAR RADAR

EUBIE INT
I-LDZ [15]

RADAR

FARIS INT
I-LDZ [10.6]

RADAR

GREEP INT
I-LDZ [7.6]

RADAR

6000 *6000 122° *5000

GS 3.00° TCH 54

2.7 NM 2.9 NM 4.4 NM 3 NM 5.5 NM 1685' 1128' 999'

2500 2500 2500

CATEGORY A B C D

S-ILS 12L RA 112/12 100 DA 641

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ST. LOUIS, MISSOURI

38°45'N - 90°22'W

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

Amdt 1 23SEP10

ILS PRM RWY 12L (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- Minimums and missed approach procedures are unchanged.
- Monitor frequency no longer required.
- A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg TDZE Apt Elev	9003 541 618
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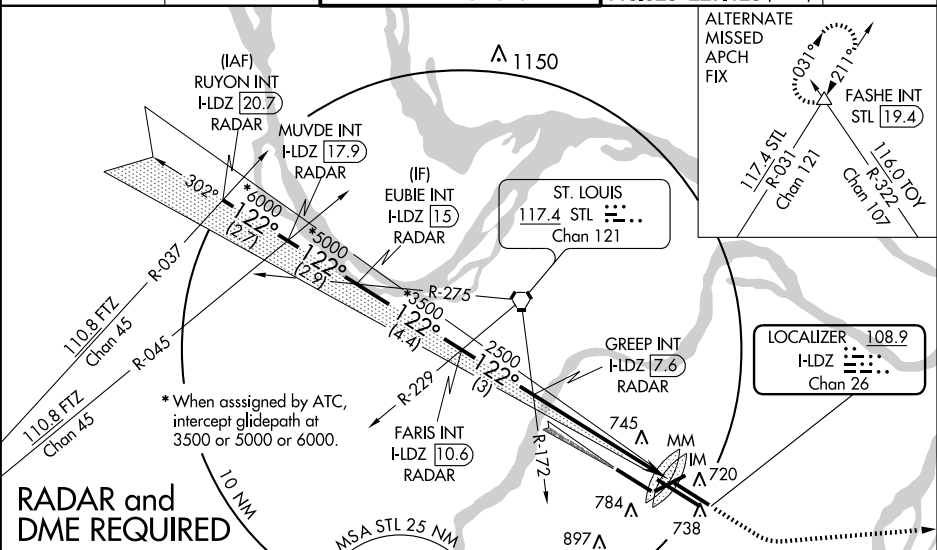
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.
Disregard OM, MM and IM indications.
For inoperative ALSF-2, increase S-ILS 12L Cat E visibility to RVR 4000.

ALSF-2



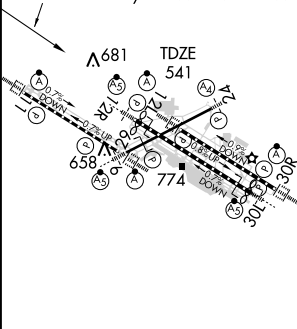
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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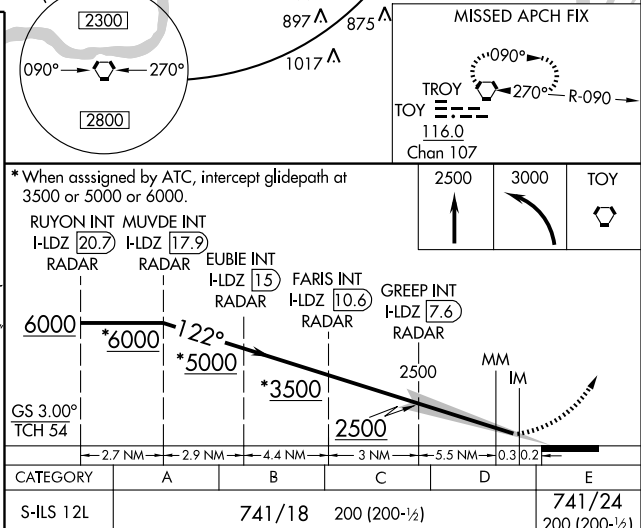


RADAR and DME REQUIRED

ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200	



HIRL all Rwys
REIL Rwy 12L and 30L
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R



ST. LOUIS, MISSOURI

38°45'N - 90°22'W

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ILS PRM RWY 12L (SIMULTANEOUS CLOSE PARALLEL)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- Minimums and missed approach procedures are unchanged.
- Monitor frequency no longer required.
- A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)



1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

HRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Amdt 1A 10210

ILS PRM RWY 29 (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev	9003 605 618
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(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

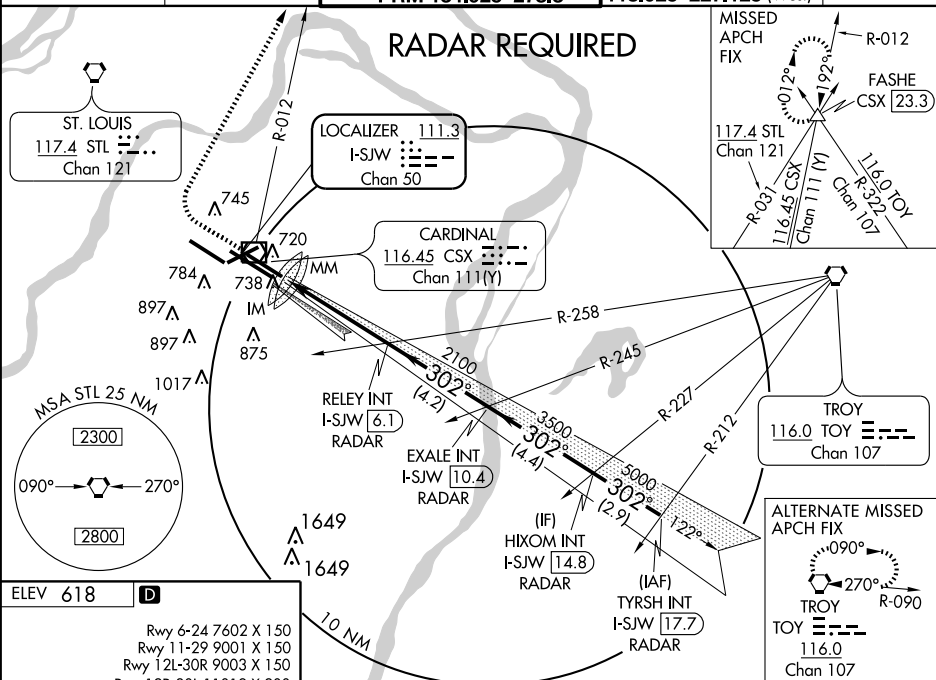
▼ Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSIF-2



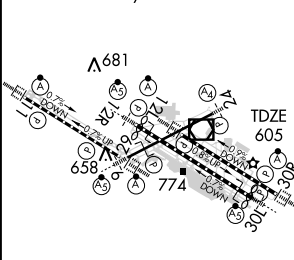
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	GND CON (Inbound) 121.9 348.6 (Outbound) 121.65 387.05 (West) 118.925 227.125	CLNC DEL 119.5 363.1
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ELEV 618

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rws 12L and 30L
TDZ/CL Rws 11, 12L, 12R, 29, and 30R

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev 9003 605 618
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(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

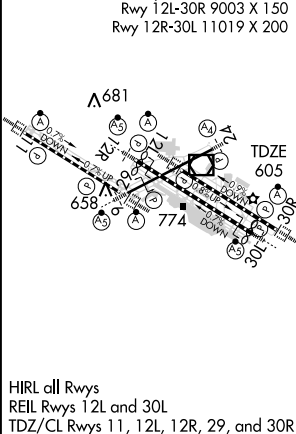
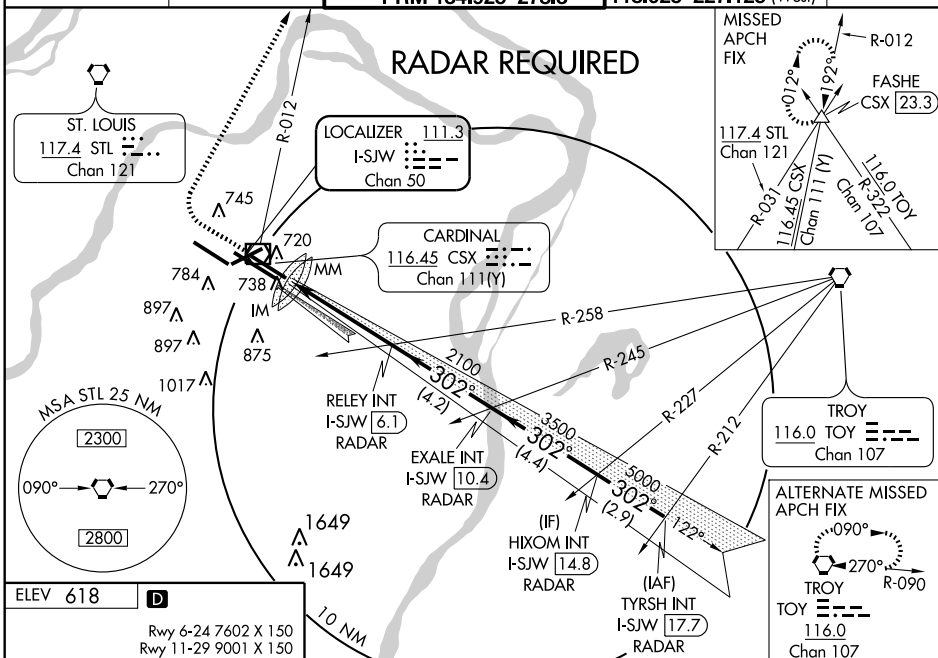
▼ Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSIF-2



MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev 9003 605 618
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(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

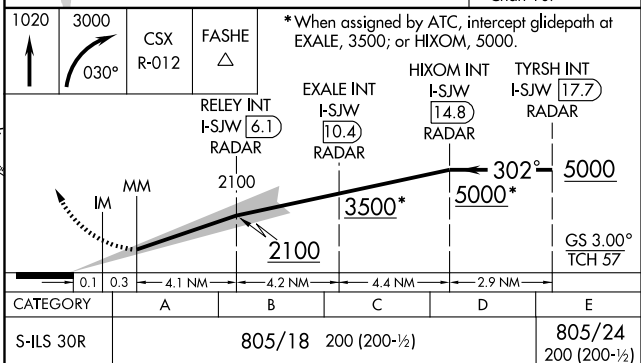
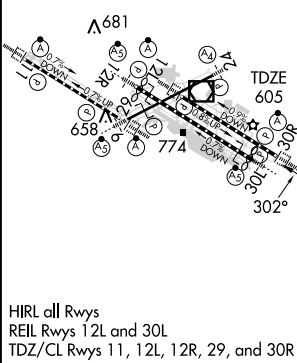
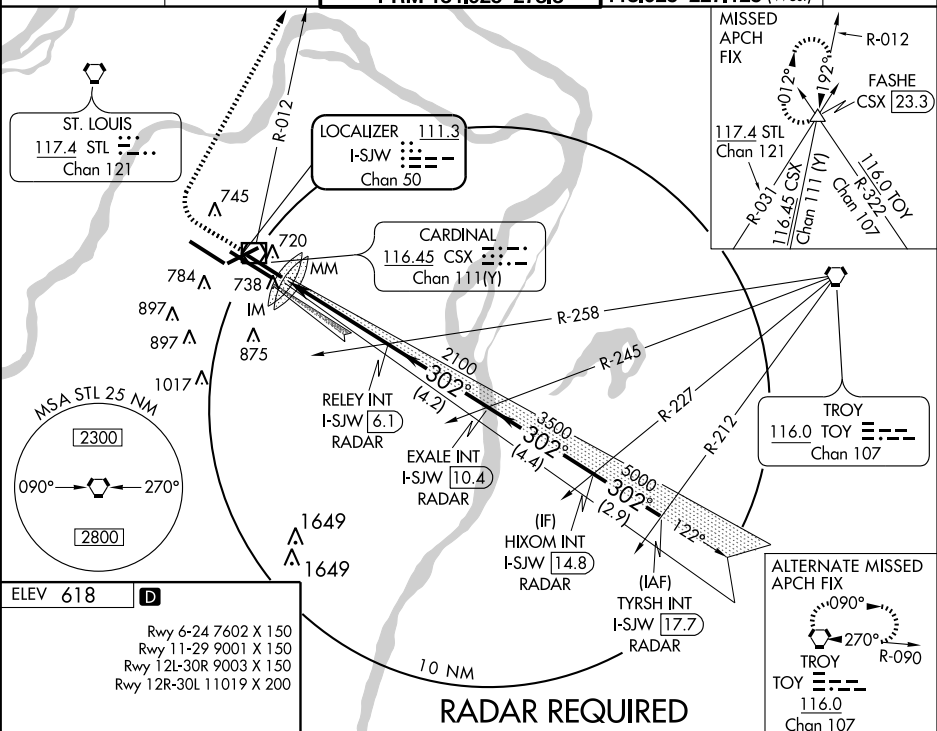
▼ Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSIF-2



MISSED APPROACH: Climb to 1020 then
climbing right turn to 3000 via heading
030° and CSX VOR/DME R-012 to
FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- Minimums and missed approach procedures are unchanged.
- Monitor frequency no longer required.
- A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

- Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev	9001 618 618
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ILS RWY 11 (CAT II)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

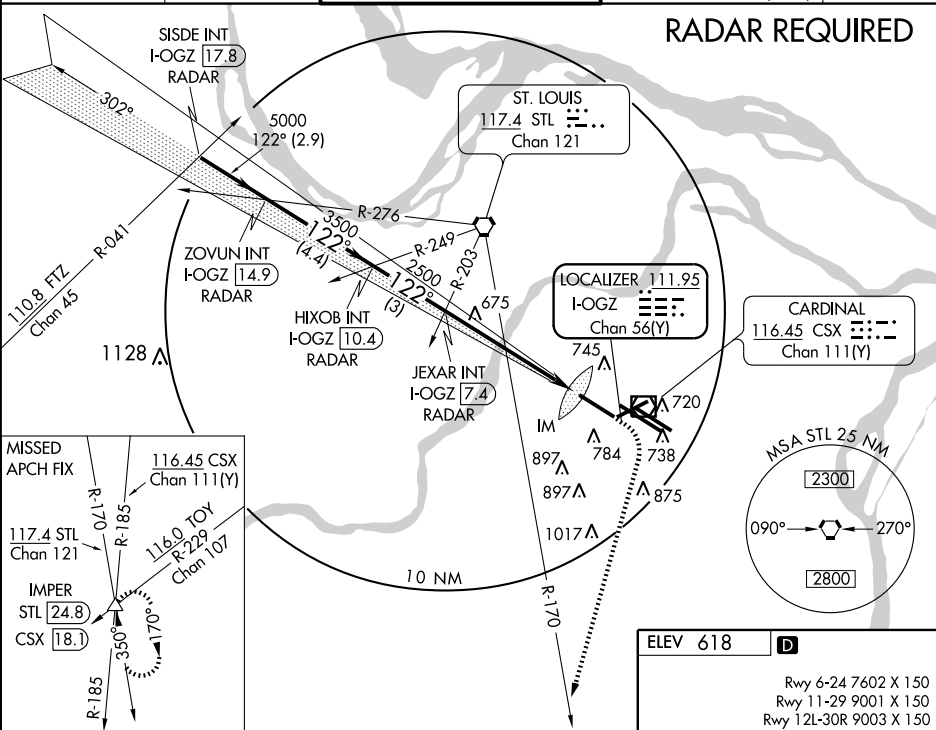
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1

ALS-F-2

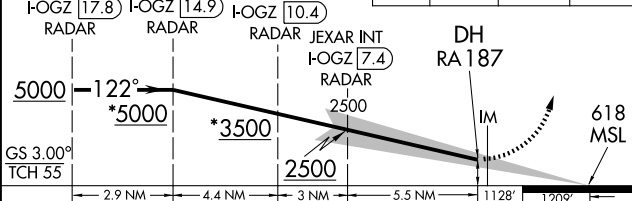


MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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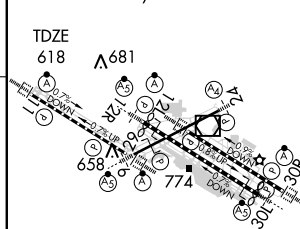
* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



CATEGORY	A	B	C	D
S-ILS 11				

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	



HIRL all Rwys
REIL Rwy 12L and 30L
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

LOC/DME I-OGZ 111.95 Chan 56 (Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev	9001 618 618
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ILS RWY 11 (CAT III)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

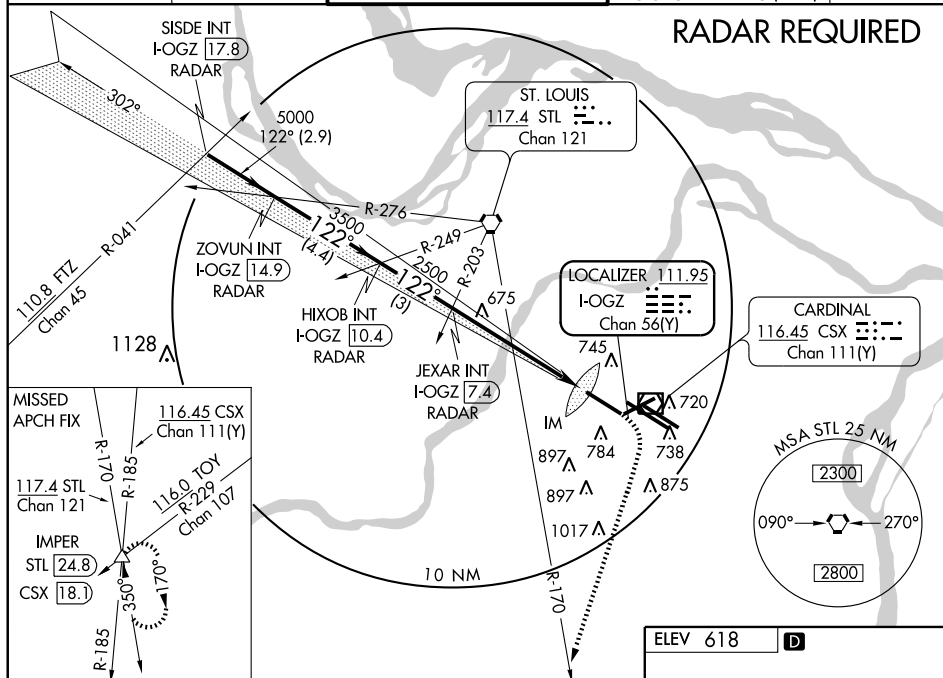
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1

ALSF-2



MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

RADAR REQUIRED

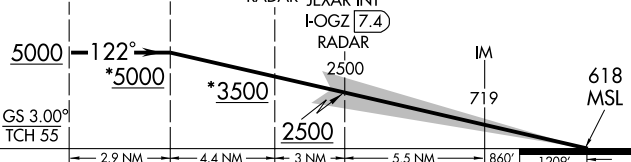


NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

SISDE INT I-OGZ 17.8 RADAR	ZOVUN INT I-OGZ 14.9 RADAR	HIXOB INT I-OGZ 10.4 RADAR
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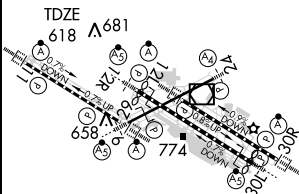
CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618



Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



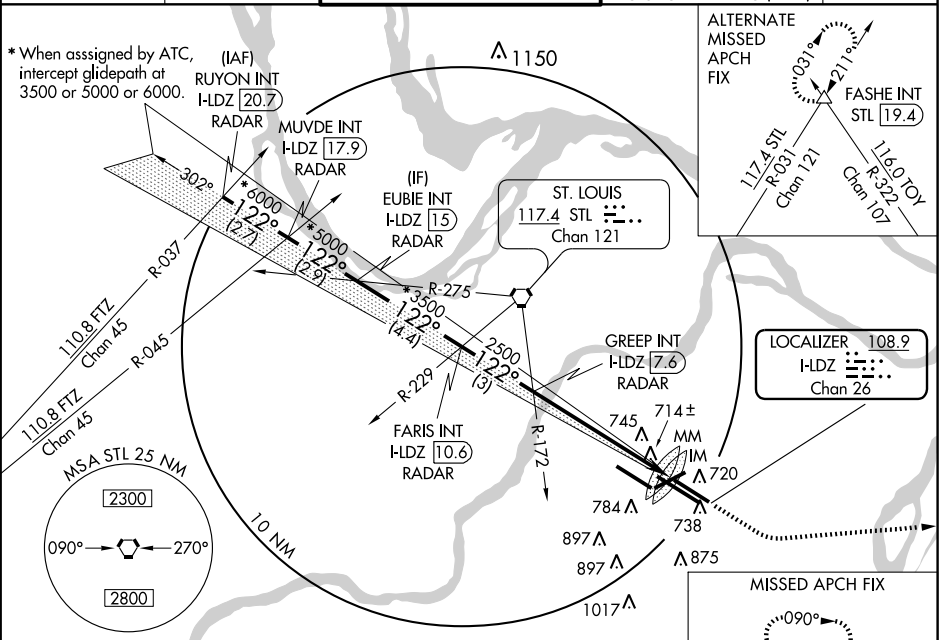
HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg TDZE Apt Elev	9003 541 618
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ILS RWY 12L (CAT II)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

			MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.	
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1



ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200	

RADAR and DME REQUIRED

* When assigned by ATC, intercept glidepath at 3500 or 5000 or 6000.

RUYON INT I-LDZ 20.7
RADAR

MUVDE INT I-LDZ 17.9
RADAR

EUBIE INT I-LDZ 15
RADAR

FARIS INT I-LDZ 10.6
RADAR

GREEP INT I-LDZ 7.6
RADAR

6000

*6000

122°

*5000

*3500

2500

2500

MM

IM

DH RA 112

GS 3.00°
TCH 54

2.7 NM

2.9 NM

4.4 NM

3 NM

5.5 NM

1685'

1128'

999'

541 MSL

CATEGORY
S-ILS 12L

A

B

C

D

RA 112/12 100 DA 641

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

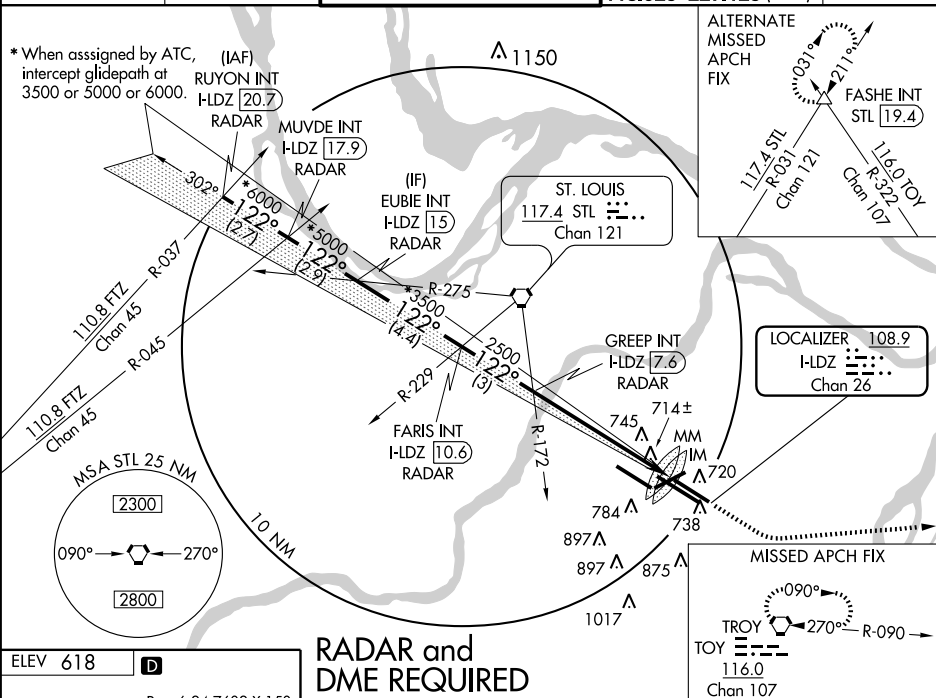
HIRL all Rwys
REIL Rwy 12L and 30L
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg TDZE Apt Elev 618	9003 541 618
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ILS RWY 12L (CAT III)

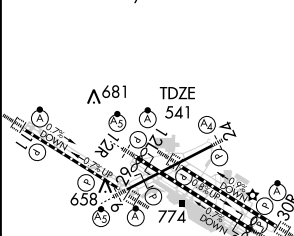
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indications.		ALSF-2 	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.	
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275		GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)
				CLNC DEL STL 119.5 363.1



ELEV **618** **D**

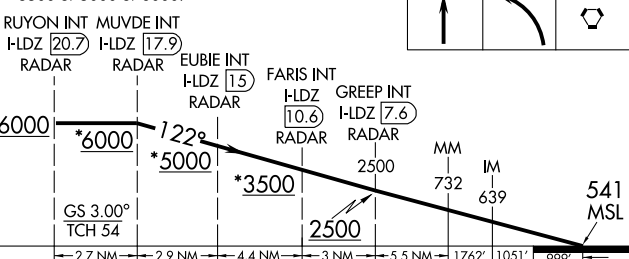
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



ST. LOUIS, MISSOURI
Amdt 6 23SEP10

RADAR and DME REQUIRED

* When assigned by ATC, intercept glidepath at 3500 or 5000 or 6000.



CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

38°45'N - 90°22'W

ILS RWY 12L (CAT III)

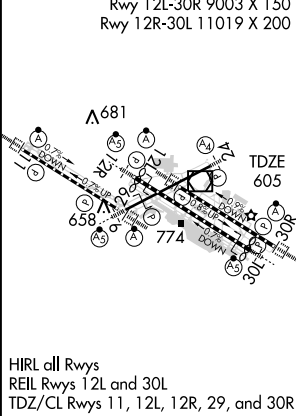
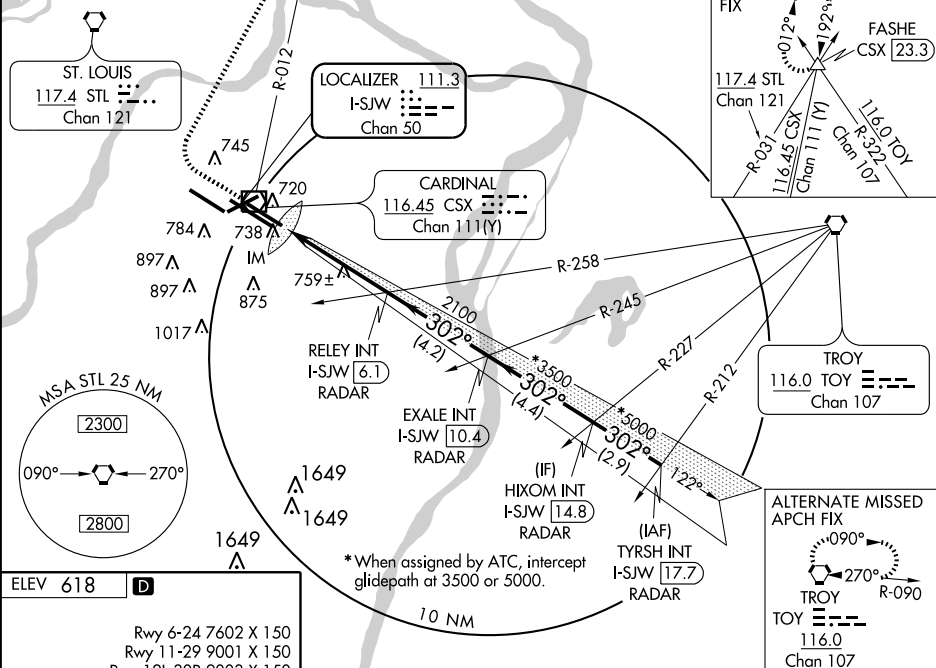
LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev	9003 605 618
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ILS RWY 30R (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.		ALSF-2 	MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.	
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275		GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)
				CLNC DEL 119.5 363.1

RADAR REQUIRED



ST. LOUIS, MISSOURI

Amdt 10 23SEP10

38°45'N - 90°22'W

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ILS RWY 30R (CAT II)

NC-3, 21 OCT 2010 to 18 NOV 2010

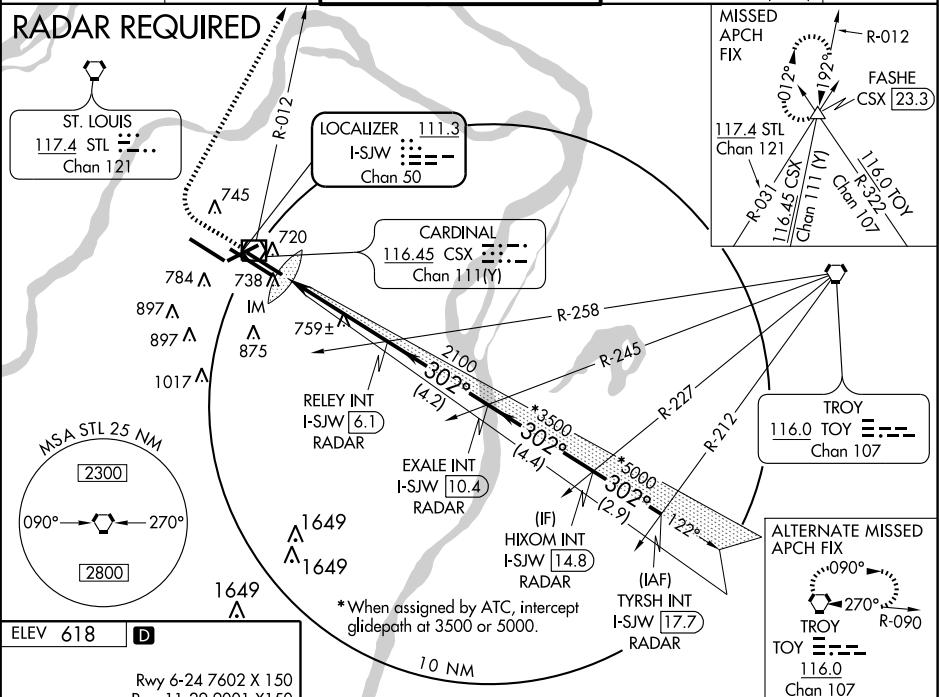
LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev	9003 605 618
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ILS RWY 30R (CAT III)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

<p>Disregard OM indication.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.</p>
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<p>ATIS 125.025 379.925</p>	<p>ST. LOUIS APP CON 133.55 338.25</p>	<p>ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275</p>	<p>GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)</p>	<p>CLNC DEL 119.5 363.1</p>
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<p>HIRL all Rwys REIL Rwy 12L and 30L TDZ/CL Rwy 11, 12L, 12R, 29, and 30R</p>	<p>CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED</p>
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LOC/DME I-RMK 111.75 Chan 54 (Y)	APP CRS 305°	Rwy Idg 10818 TDZE 583 Apt Elev 618
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LDA/DME RWY 30L

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)



NA

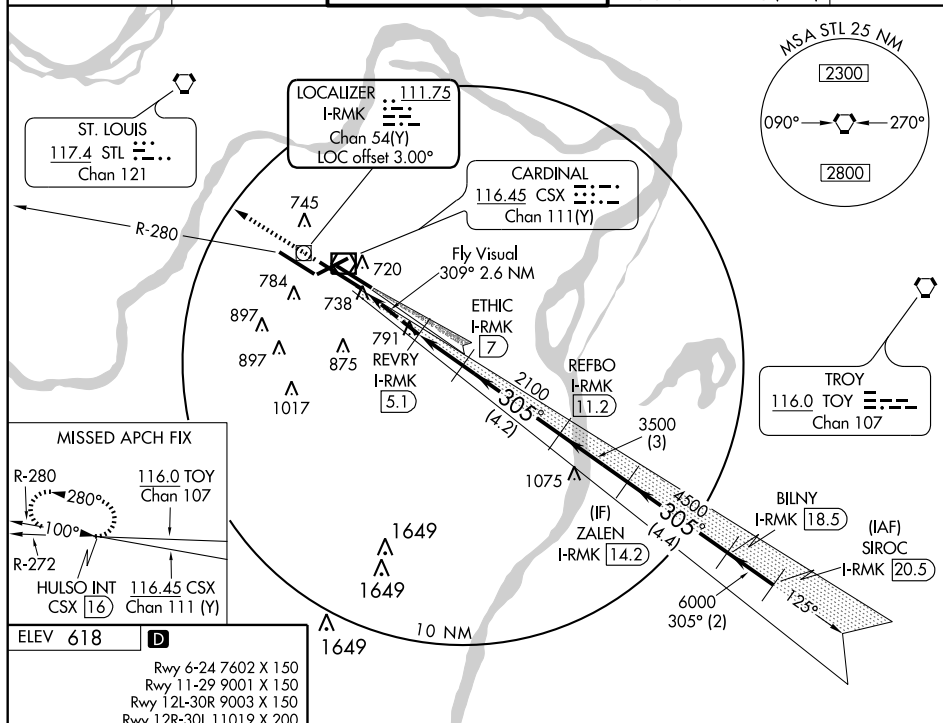
Inoperative table does not apply.
Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.

MALSR

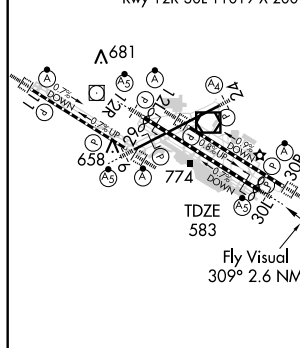


MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200	



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI

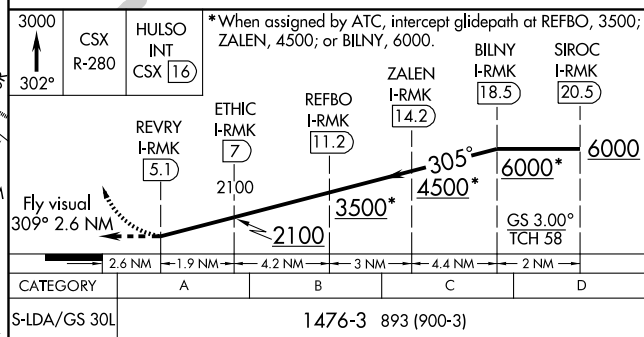
Amdt 1A 10210

38°45'N-90°22'W

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

LDA/DME RWY 30L

LDA/GLIDESLOPE RADAR REQUIRED



LOC/DME I-RMK
111.75
Chgn **54** (Y)

APP CRS
305°

Rwy Idg	10818
TDZE	583
Apt Elev	618

(SIMULTANEOUS CLOSE PARALLEL)
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

<p>▼ Inoperative table does not apply.</p> <p>▲ NA Procedure NA when glideslope not available.</p> <p>Localizer unusable from MAF inbound.</p> <p>Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.</p> <p>Simultaneous close parallel approach authorized with ILS PRM Rwy 30R.</p> <p>Dual VHF required.</p> <p>See additional requirements on PRM information page.</p>	
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MALSR



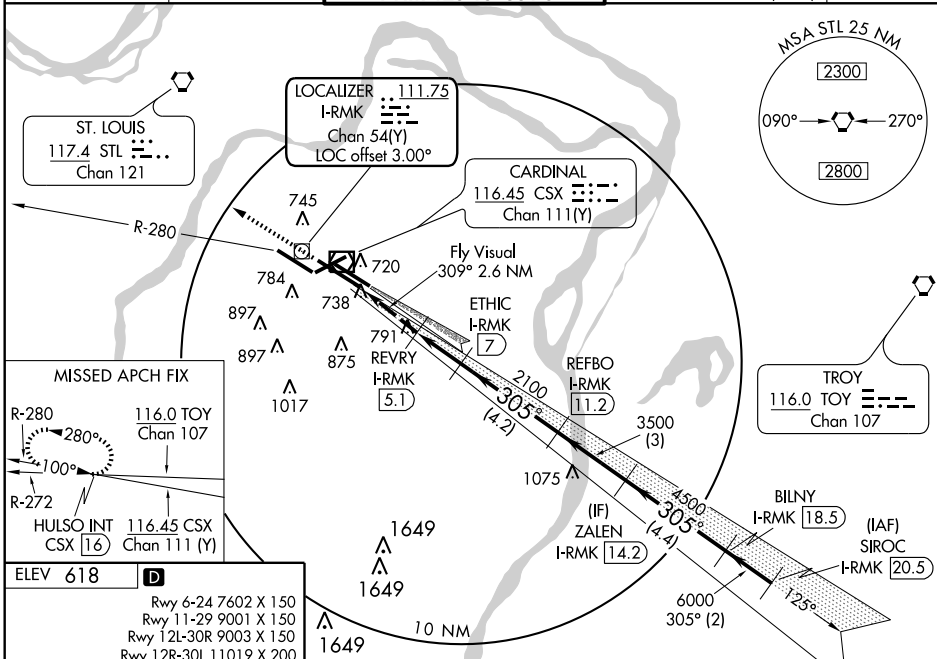
MISSED APPROACH: Climb to 3000
via heading 302° and CSX VOR/DME
R-280 to HULSO/CSX 16 DME
and hold.

ATIS
125.025 379.925

ST. LOUIS APP CON
133.55 338.25

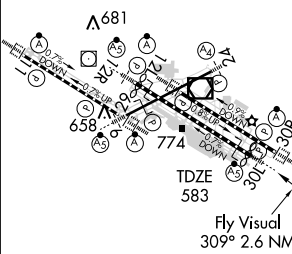
ST. LOUIS TOWER
N 120.05 284.6 S 118.5 257.7
W 132.475 239.275
PRM 125.15 351.9

GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (West)

CLNC DEL
119.5 363.1

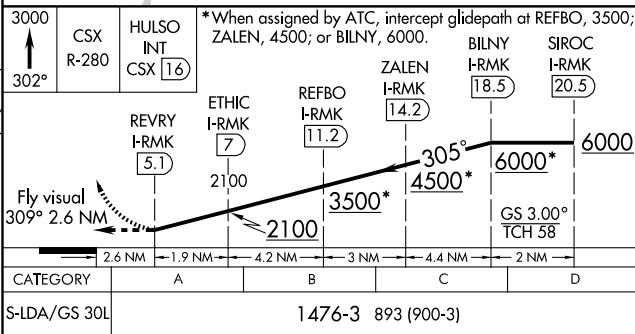
ELEV 618

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

LDA/GLIDESLOPE
RADAR and DME REQUIRED



ST. LOUIS, MISSOURI

38°45'N-90°22'W

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Amdt 1A 10210

LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

LDA PRM RWY 30L Amdt 1A 06271
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
AL-360 (FAA)
ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

- (a) The ILS traffic is in sight and is expected to remain in sight.
- (b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
- (c) The runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

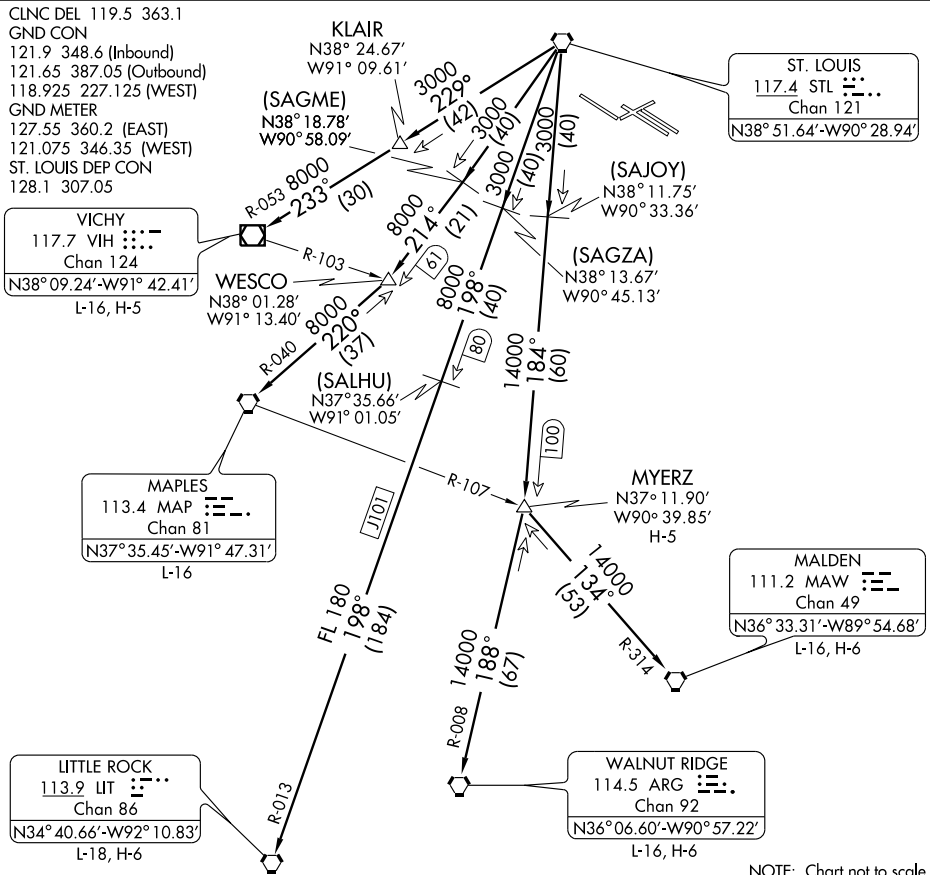
(SIMULTANEOUS CLOSE PARALLEL)
LDA PRM RWY 30L Amdt 1A 06271

38°45'N-90°22'W

ST. LOUIS, MISSOURI
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

(OZARK3.STL) 08325

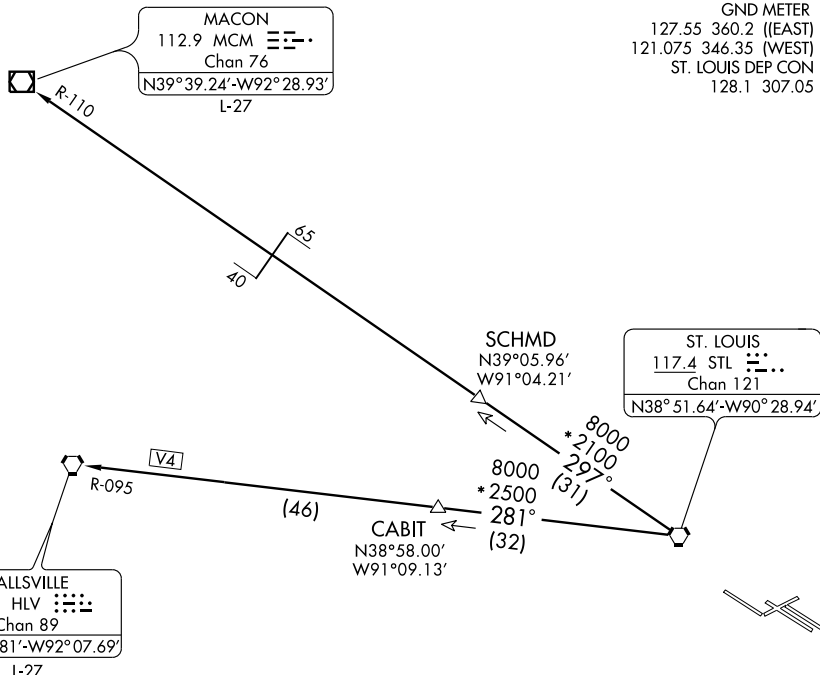
SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

OZARK THREE DEPARTURE

CLNC DEL 119.5 363.1
 GND CON
 121.9 348.6 (Inbound)
 121.65 387.05 (Outbound)
 118.925 227.125 (WEST)
 GND METER
 127.55 360.2 ((EAST)
 121.075 346.35 (WEST)
 ST. LOUIS DEP CON
 128.1 307.05



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HL R-095 to HL VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

OZARK THREE DEPARTURE

(OZARK3.STL) 08325

ST. LOUIS, MISSOURI
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

. . . LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

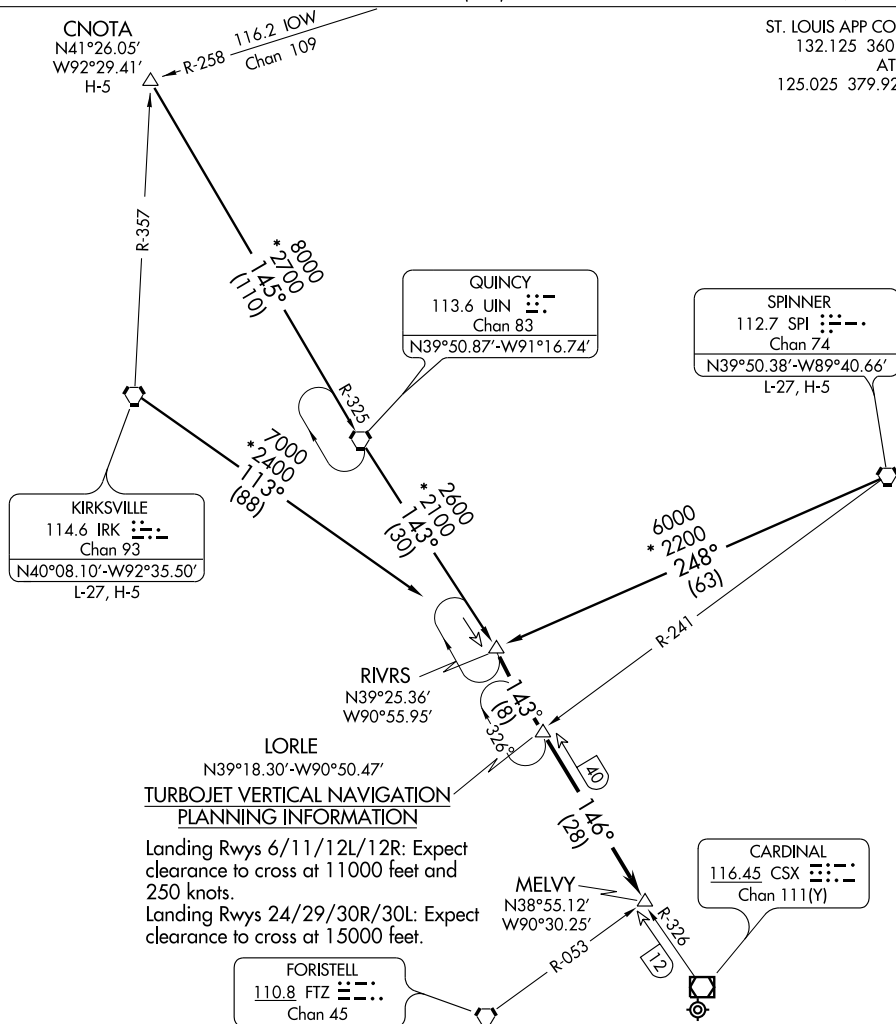
RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL

ST. LOUIS, MISSOURI

ST. LOUIS APP CON
132.125 360.6
ATIS
125.025 379.925



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

RIVERS THREE ARRIVAL

(RIVRS.RIVRS3) 09015

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL

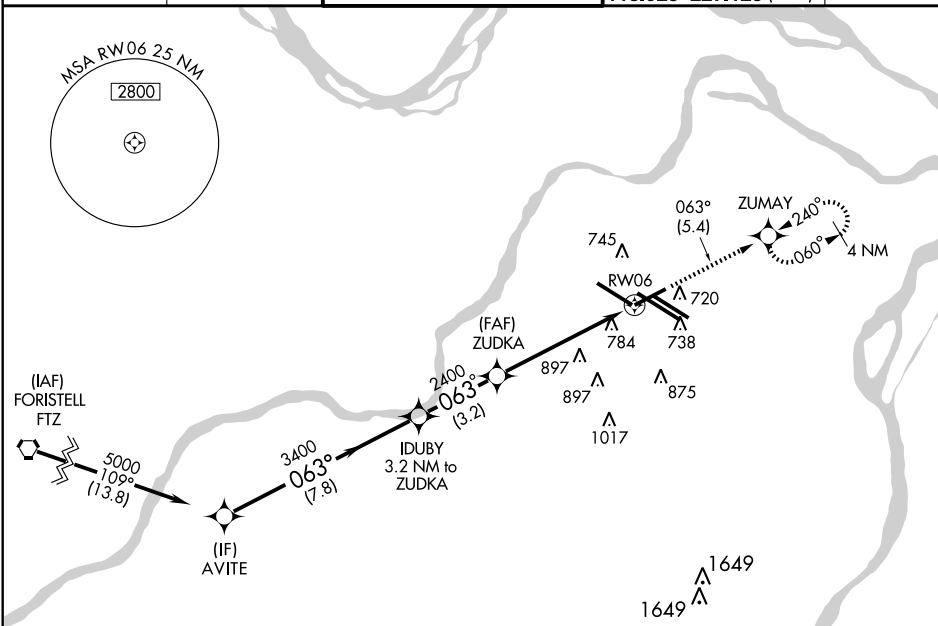
APP CRS	Rwy Idg	7602
063°	TDZE	551
	Apt Elev	604

RNAV (GPS) RWY 6

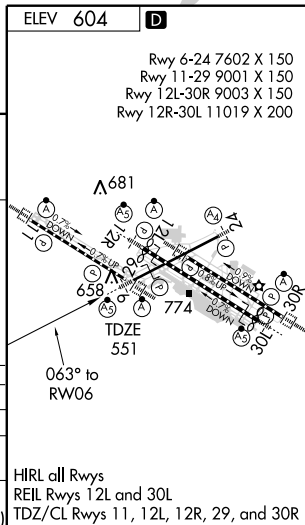
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

V	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALS R	MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.
Δ NA	Baro-VNAV NA below -16° C (3°F)		

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



<div>AVITE</div> <div>5000</div> <div>Procedure Turn NA</div> <div>GS 3.00° TCH 51</div>					<div>IDUBY 3.2 NM to ZUDKA</div> <div>3400</div>					<div>ZUDKA</div> <div>2400</div> <div>*1.8 NM to RW06</div> <div>*INAV only</div> <div>RW06</div>					<div>3000</div> <div>063°</div> <div>ZUMAY</div>																			
7.8 NM					3.2 NM					3.8 NM					1.8																			
CATEGORY					A					B					C					D					E									
GLS PA DA					NA																													
LNAY/VNAV					DA					1040/60 489 (500-1½)																								
LNAY MDA					1160/40 609 (600-¾)					1160/60 609 (600-1¼)					1160-1½ 609 (600-1½)					1160-1¾ 609 (600-1¾)														



WAAS CH 69499 W12A	APP CRS 122°	Rwy Idg TDZE 541 Apt Elev 618	9003
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RNAV (GPS) RWY 12L

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

▼ For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

ATIS

125.025 379.925

ST. LOUIS APP CON

133.55 338.25

ST. LOUIS TOWER

N 120.05 284.6 S 118.5 257.7

W 132.475 239.275

GND CON

121.9 348.6 (Inbound)

121.65 387.05 (Outbound)

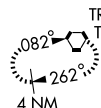
118.925 227.125 (West)

CLNC DEL

119.5 363.1

1150

MISSED APCH FIX



(IAF) RUYON

(IF) EUBIE

(FAF) GREEP

745
741±
784
897
897
1017
720
738
875

ODITY

070°



ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

122° to RW12L

RADAR REQUIRED

RUYON

EUBIE

GREEP

3000

ODITY

070°

TOY

*LNAV only

5000

122°

4000

2500

*1.4 NM to RW12L

RW12L

GS 3.00°

TCH 54

5.6 NM

7.4 NM

4.5 NM

1.4

CATEGORY

A

B

C

D

E

LPV

DA

951/50 410 (400-1)

LNAV/VNAV

DA

1040/60 499 (500-1¼)

LNAV

MDA

1040/24 499 (500-½)

1040/40

499 (500-¾)

1040/50

499 (500-1)

1040/60

499 (500-1¼)

HIRL all Rwy's

REIL Rwy's 12L and 30L

TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI

Amdt 2 10210

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

38°45'N - 90° 22' W

RNAV (GPS) RWY 12L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS **122°**
Rwy Idg **10552**
TDZE **540**
Apt Elev **604**

RNAV (GPS) RWY 12R

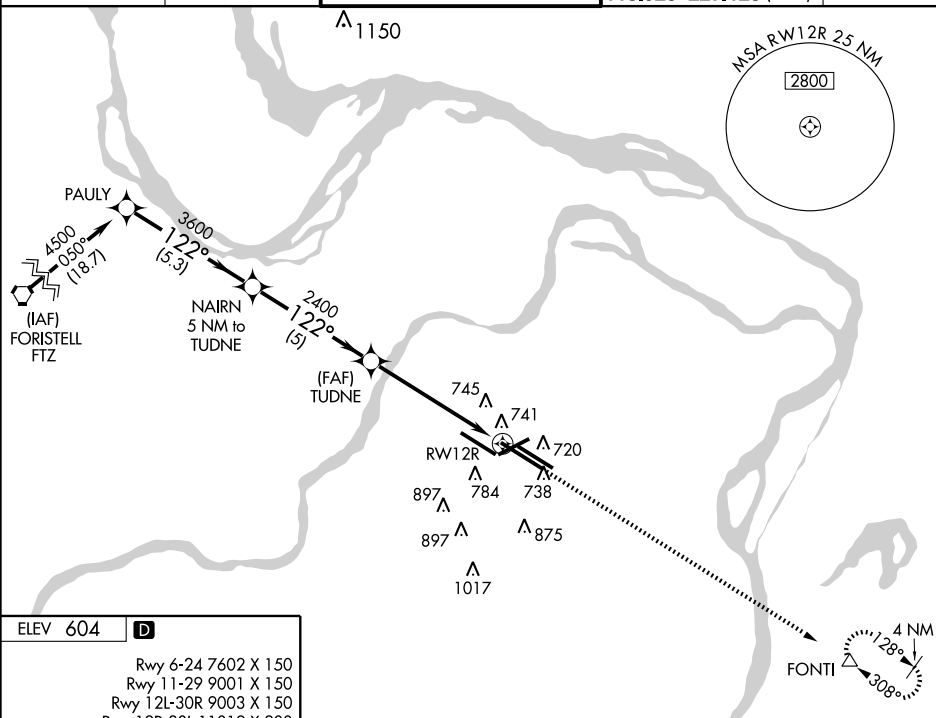
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

V For inoperative MALS: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (3° F)



MISSED APPROACH: Climb to 5000 direct FONTI and hold.

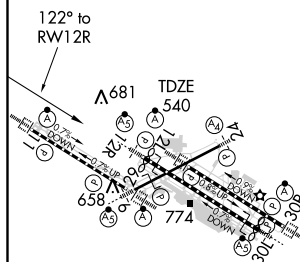
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 604



Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

	PAULY	NAIRN 5 NM to TUDNE	TUDNE	RWY 12R	FONTI
	4500	3600	2400		
	Procedure Turn NA				
	GS 3.00°				
	TCH 55				
	5.3 NM	5 NM	4.3 NM	1.3	
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV	DA	1102-1½ 562 (500-1½)			
LNAV MDA	1000/40	460 (400-¾)	1000/50	1000-1½	460 (400-1½)

WAAS CH 42500 W29A	APP CRS 302°	Rwy Idg TDZE Apt Elev	9001 580 618
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RNAV (GPS) RWY 29

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

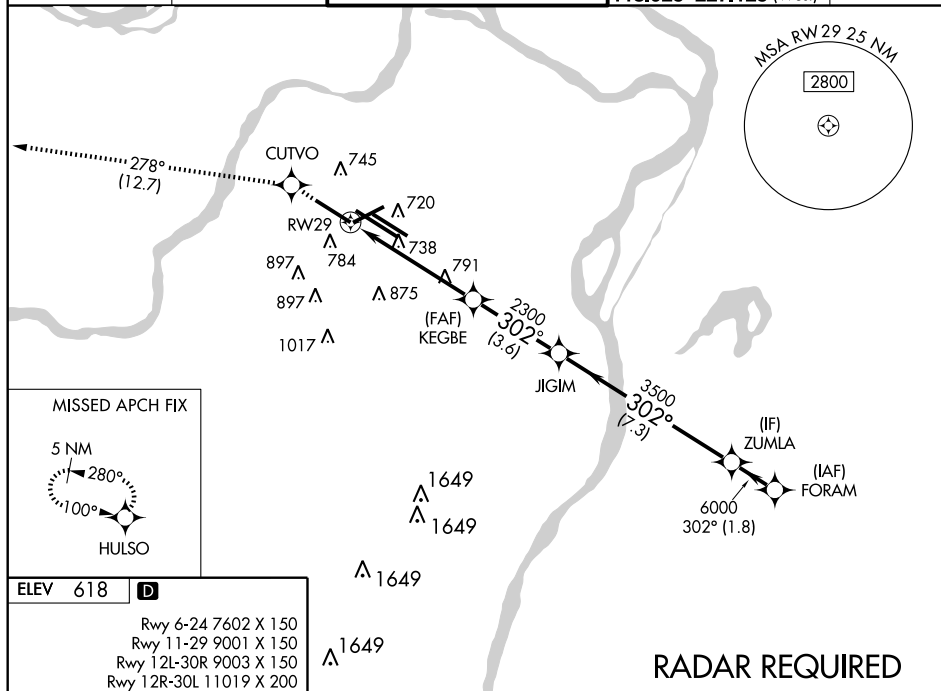
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾.

ALSF-2

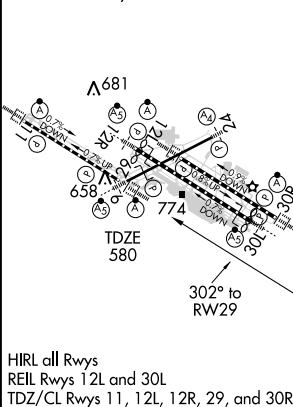


MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200	



ST. LOUIS, MISSOURI

Orig-A 10210

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

38°45'N - 90° 22' W

RNAV (GPS) RWY 29

APP CRS
302°

Rwy Idg	10818
TDZE	583
Apt Elev	604

RNAV (GPS) RWY 30L

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
A NA Baro-VNAV NA below -16°C (3°F).
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR



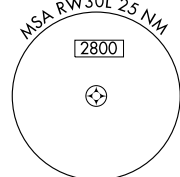
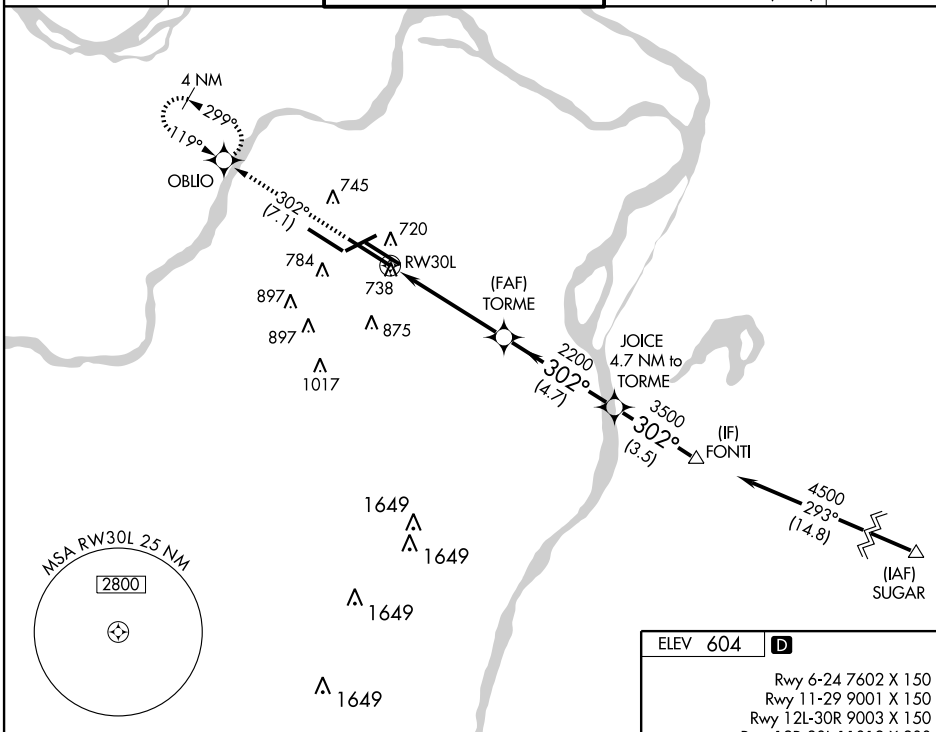
MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

ATIS
125.025 379.925

ST. LOUIS APP CON
133.55 338.25

ST. LOUIS TOWER
N 120.05 284.6 S 118.5 257.7
W 132.475 239.275

GND CON	
121.9	348.6 (Inbound)
121.65	387.05 (Outbound)
118 925	227 125 (West)

CLNC DEL
119.5 363.1

3000
↑
302°



Procedure

FONTI

*1.4 NM to
RW30L

TORME

JOICE
4.7 NM to

4500

GS 3.00 °

	* LNAV only
--	-------------

CATEGORY	DESCRIPTION	DATE	INITIALS
1			
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100			

A

GLS PA DA

NA

LNAV/

1000/50 417 (400-1)

LNAV MDA

004

ST. LOUIS, MO
Orig 10210

0.07,

$$\frac{1100}{517(500-1)}$$

1100/60 517 (500-1¼)

HIRE all Rwy's

REIL Rwy's 12L and 30L

TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

ST. LOUIS/LAMBERT-ST. LOUIS INTL(STL)

RNAV (GPS) RWY 30L

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

38°45'N - 90° 22' W

WAAS CH 73000 W30A	APP CRS 302°	Rwy Idg 9003 TDZE 605 Apt Elev 618
--	------------------------	---

RNAV (GPS) RWY 30R

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

ALSF-2



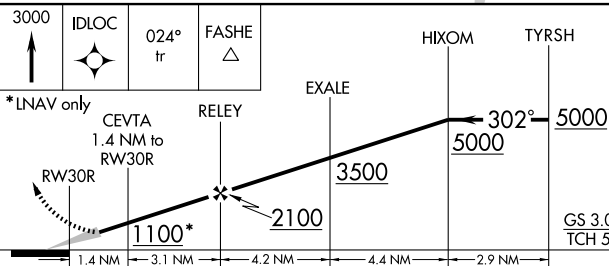
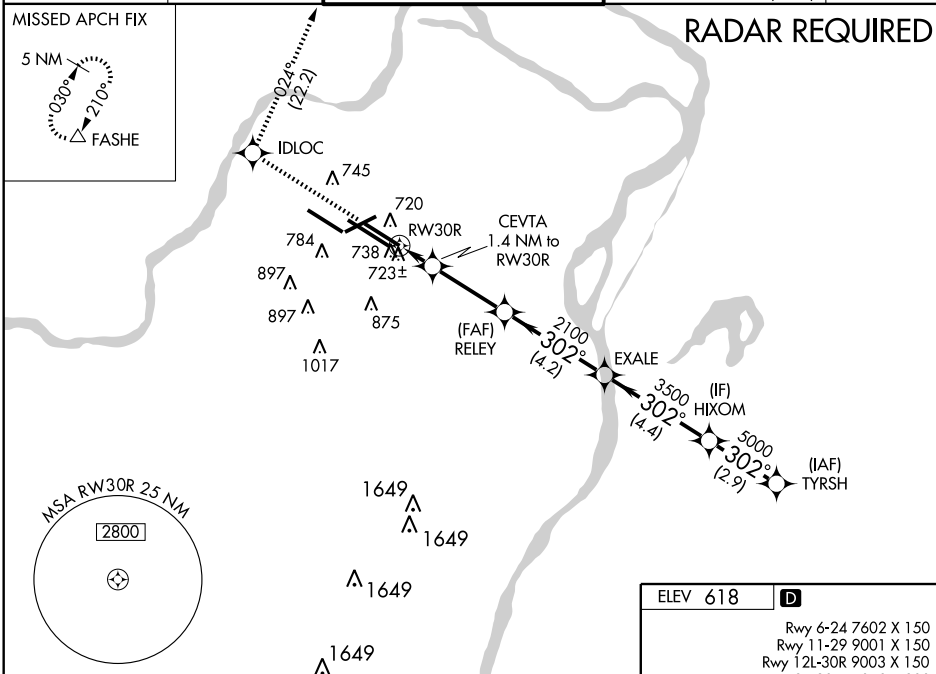
MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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MISSED APCH FIX



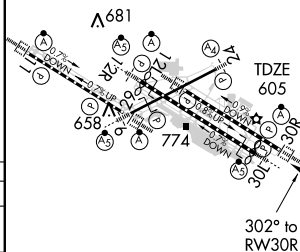
RADAR REQUIRED



ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



CATEGORY	A	B	C	D	E
LPV DA	908/24 303 (300-½)			908/40 303 (300-¾)	
LNAV/VNAV DA	973/40 368 (400-¾)				
LNAV MDA	1000/24 395 (400-½)			1000/50 395 (400-1)	

HIRL all Rwys
REIL Rws 12L and 30L
TDZ/CL Rws 11, 12L, 12R, 29, and 30R

VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy Idg 10,552 TDZE 540 Arpt Elev 618
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AL-360 [USAF]

ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

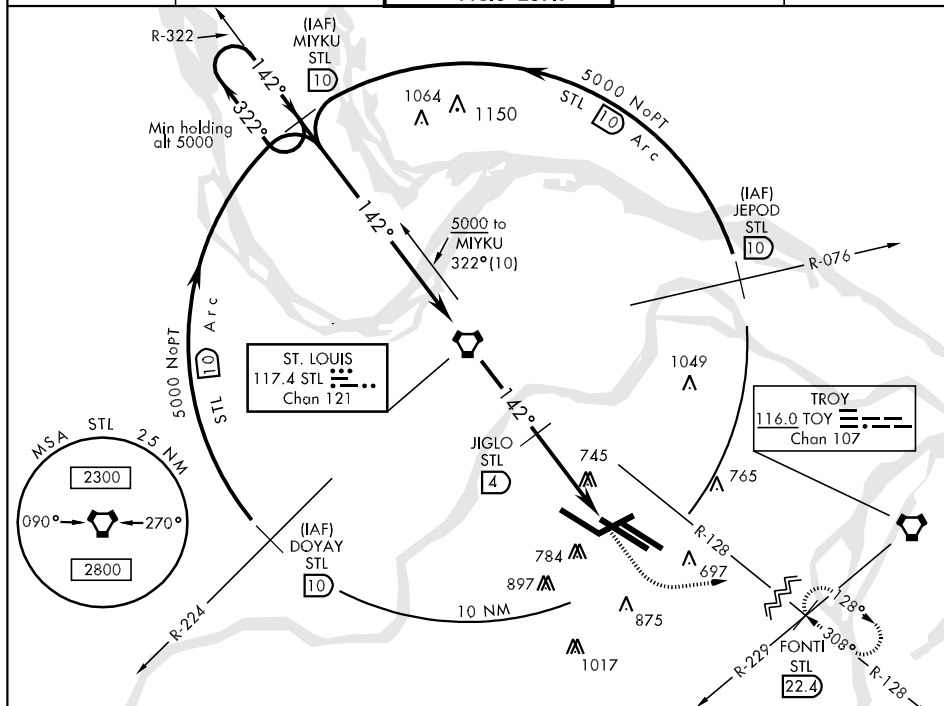
▲ N/A * Inoperative table does not apply.

Visibility reduction by helicopters NA

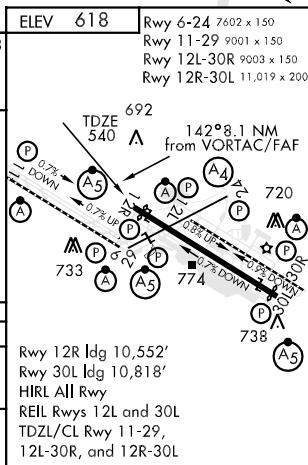
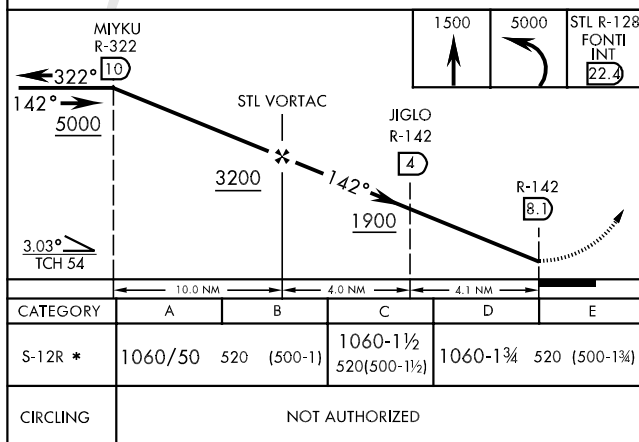


MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 126.5 324.1	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7	GND CON 121.9 348.6	CLNC DEL 119.5 363.1
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EMERG SAFE ALT 100 NM 3500



VORTAC STL
117.4
Chan 121

APCH CRS
318°

Rwy Idg 10,818
TDZE 583
Arpt Elev 618

AL-360 [USAF]

ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

▲ N/A * Inoperative table does not apply.



MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ
VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

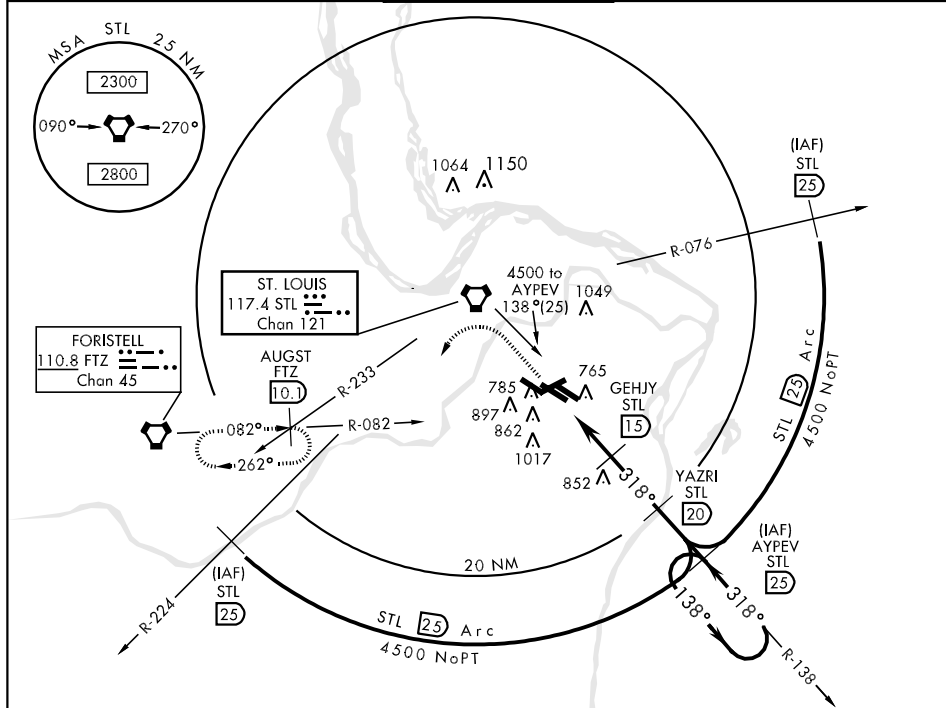
ATIS
125.025 379.925

ST. LOUIS APP CON
126.5 324.1

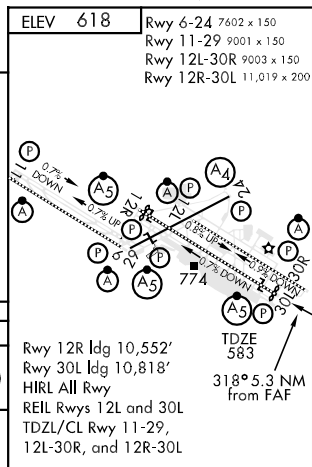
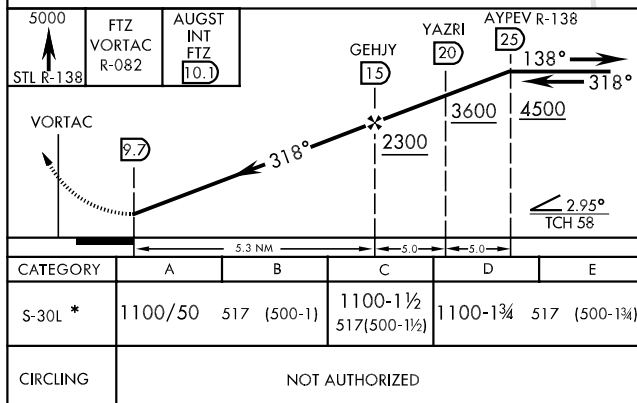
ST. LOUIS TOWER
N 120.05 284.6
S 118.5 257.7

GND CON
121.9 348.6

CLNC DEL
119.5 363.1



EMERG SAFE ALT 100 NM 3500

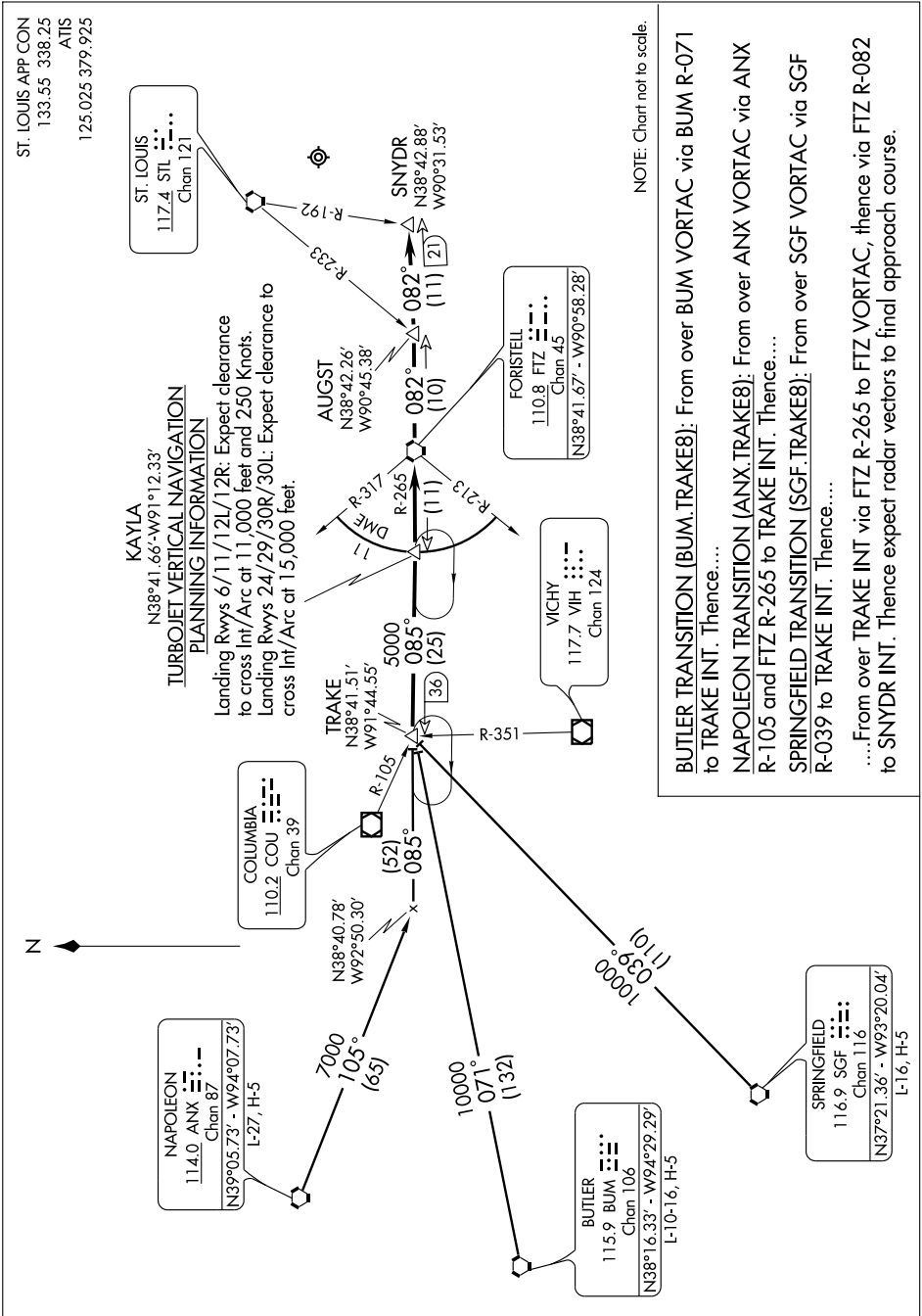


TRAKE EIGHT ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

TRAKE EIGHT ARRIVAL

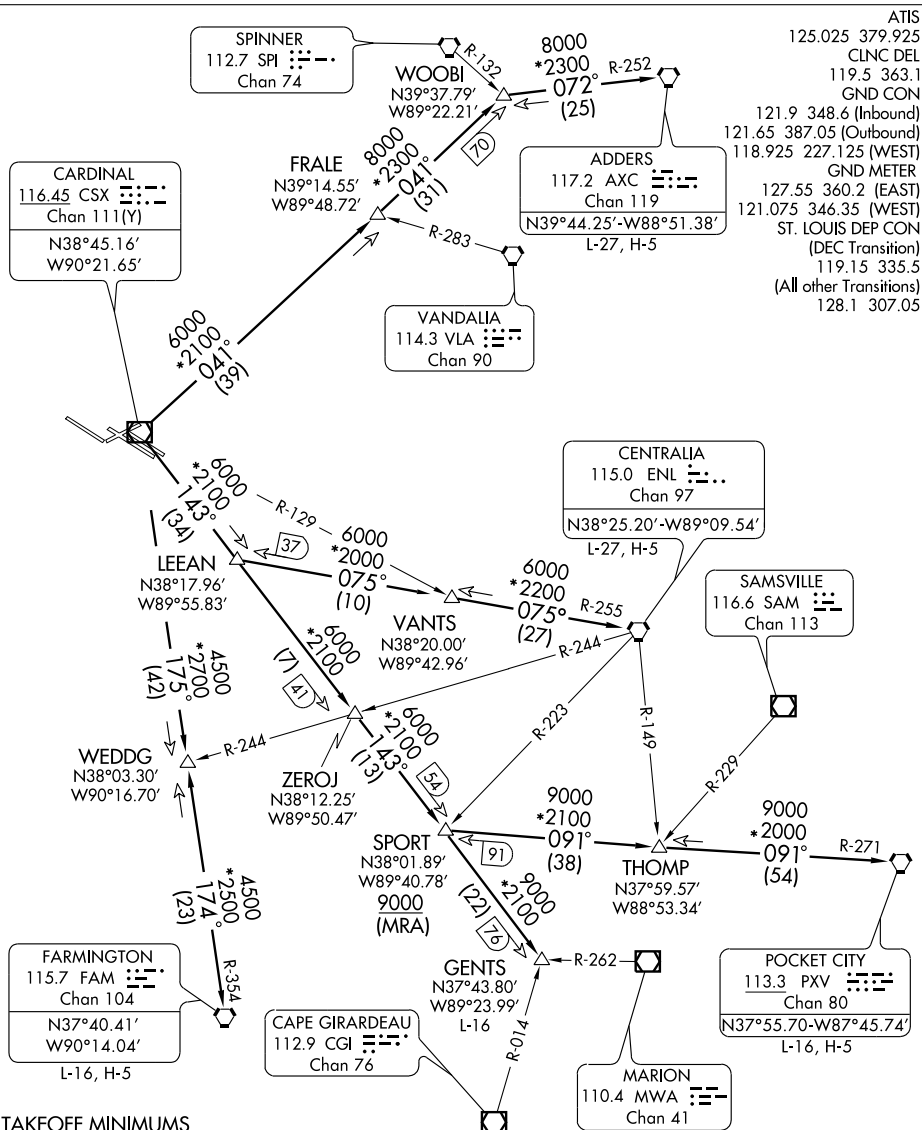
ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL

TURBO SIX DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TURBO SIX DEPARTURE

(TURBO6.STL) 10266

ST. LOUIS, MISSOURI

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOObI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

OL on LDA and Antenna on Building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple Signs, Trees, Towers, and Buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple Signs, Trees, Towers, and Buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic Signal and Sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple Trees, Poles, and Roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

OL on LOC 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple Trees, Poles, Roads, Terrain, and Buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: OL on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

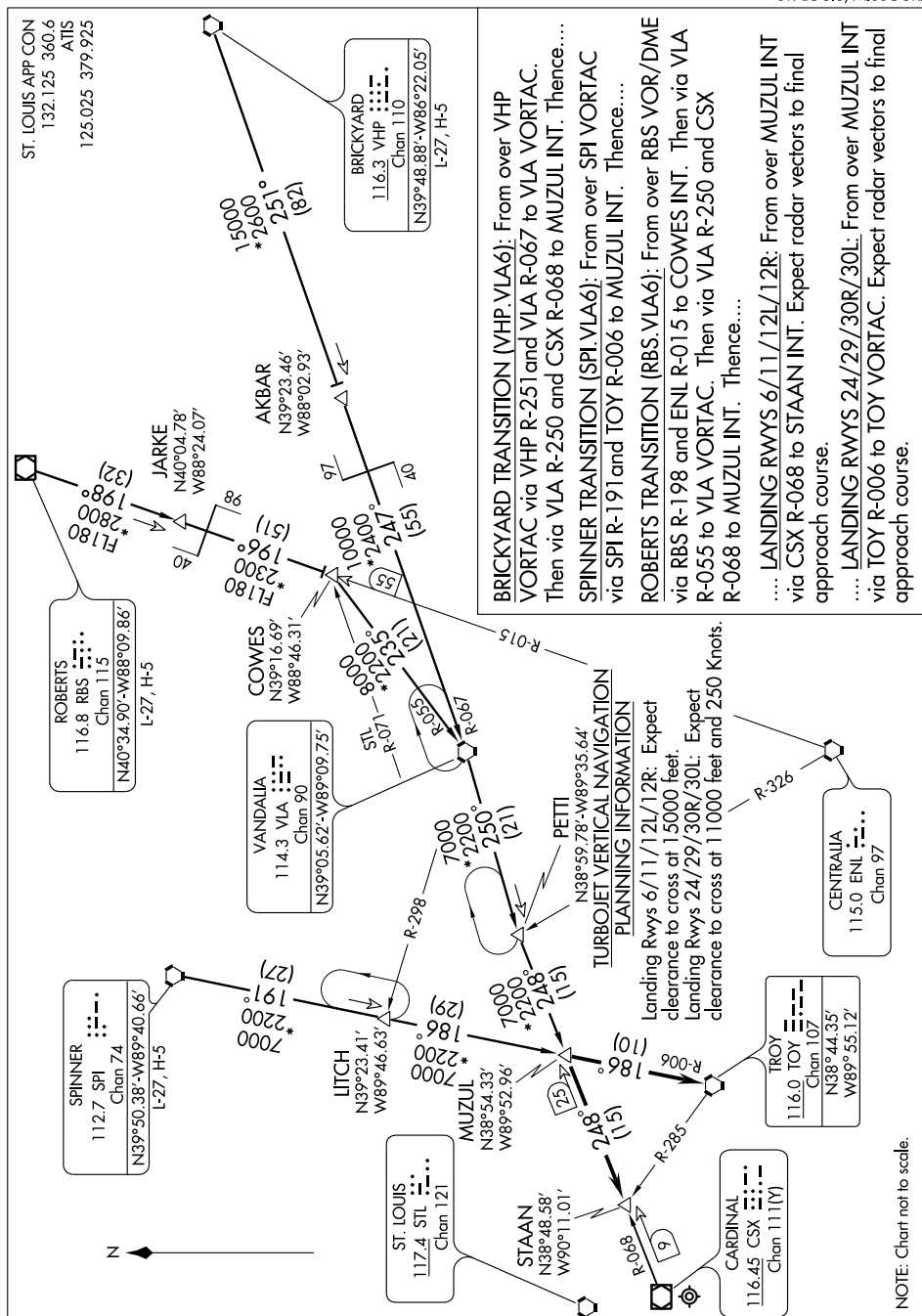
Multiple OL on Buildings, Trees, and Electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

VANDALIA SIX ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

NC-3, 21 OCT 2010 to 18 NOV 2010

VANDALIA SIX ARRIVAL

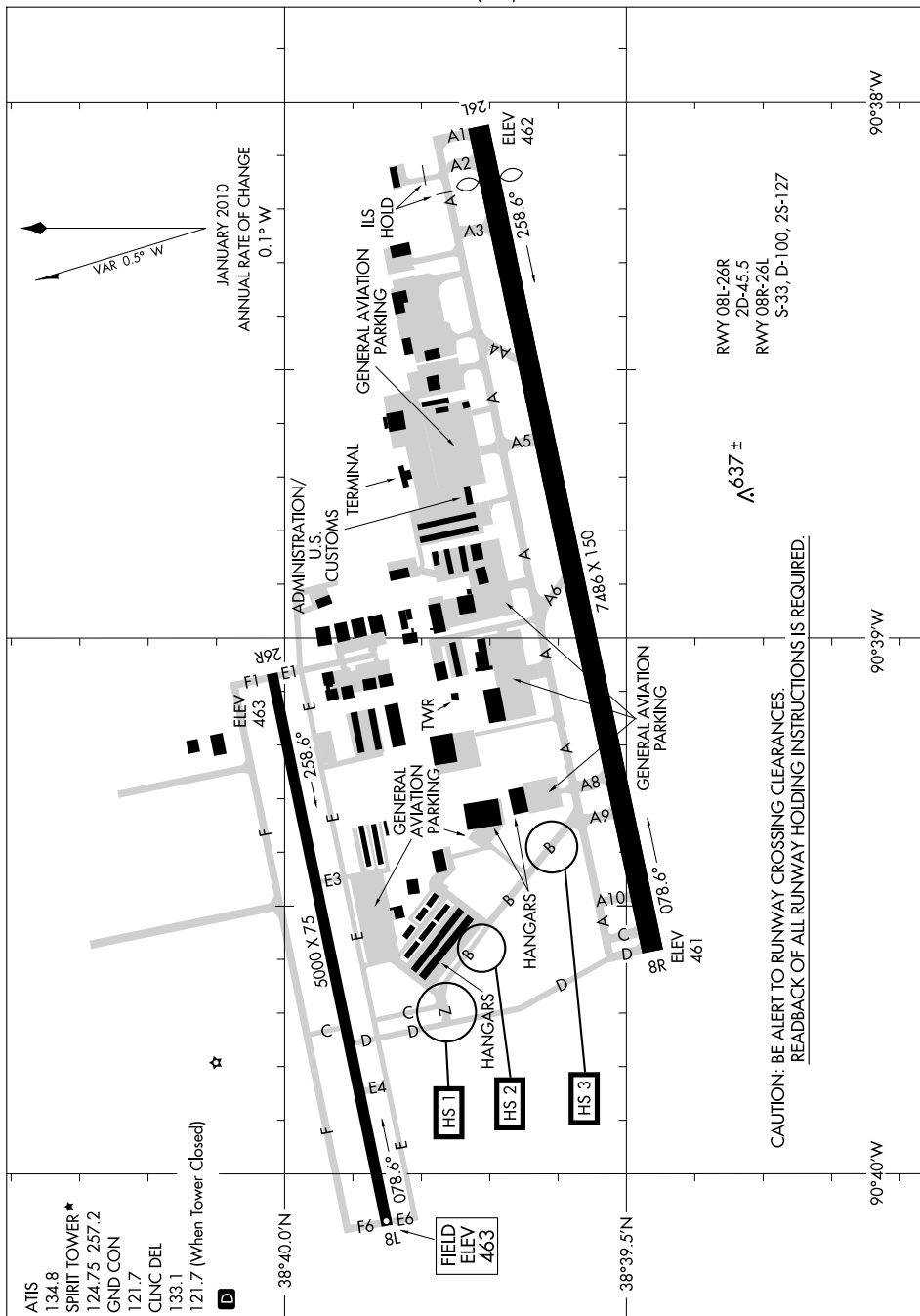
ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL

AIRPORT DIAGRAM

AL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ST. LOUIS, MISSOURI
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

SPIRIT OF ST LOUIS (SUS) 17 W UTC-6(-5DT) N38°39.73' W90°39.12'

ST LOUIS

463 B S4 FUEL 100LL, JET A OX 2, 4 TPA-See Remarks LRA Class IV, ARFF Index A H-50, L-27B, A
NOTAM FILE SUS IAP, AD

RWY 08R-26L: H7486X150 (CONC-GRVD) S-33, D-100, 2S-127

HIRL CL

RWY 08R: MALSR. VASI(V4R)—GA 3.0° TCH 56'. Rgt tfc.

RWY 26L: MALSR. VASI(V4L)—GA 3.0° TCH 40'. Thld dspcd 481'.

RWY 08L-26R: H5000X75 (ASPH-RFSC) 2D-45.5 MIRL

RWY 08L: PAPI(P4L)—GA 3.0° TCH 41'.

RWY 26R: VASI(V4L)—GA 3.0° TCH 47'. Pole. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 08R: TORA-7485 TODA-7485 ASDA-7245 LDA-7245

RWY 26L: TORA-7485 TODA-7485 ASDA-7485 LDA-7004

RWY 26R: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended continuously. Rwy 08R-26L CLOSED to touch and go landing. Numerous and intense helicopter ops on arpt. Be alert; noise sensitive areas to the south of arpt. Arpt CLOSED to acft over 100,000 lbs, except acft 100,000-150,000 lbs for PPR 24 hrs call arpt manager 314-568-0584. Rwy 08L-26R and parallel and connecting twy CLOSED to part 121 air carrier ops. Intersection C CLOSED indef between Twy E and Rwy 08L-26R. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 314-568-0584. Air carrier ops over 9 passenger seats not authorized in excess of 15 min before or after scheduled arrival/departure times except prior coordination with arpt manager for ARFF 314-568-0584. Twy B between SE and NW entrance to west ramp, Twy B NW Twy A from the distance of 200' to 700' and Twy Z not visible by twr. No engine runs after 0400Z± without arpt approval. Hi-power run-ups go as directed by ATC, 0601-1200Z± use echo run-up pad. Rwy 08R touchdown rwy visual range avbl. HIRL Rwy 08R-26L preset on med ints 0600-1200Z±; MIRL Rwy 08L-26R preset on low ints 0600-1200Z± to increase ints after 0600Z± and ACTIVATE MALSR Rwy 08R and Rwy 26L—CTAF. Tfc pattern altitude Rwy 08R-26L for prop 1700(1237) and for jet 2000(1537), Rwy 08L-26R for prop 1300(837) and for jet 2000(1537). Noise Abatement Procedures: For Dep Stage II acft use Rwy 08L-26R 0400-1300Z± except PPR 636-532-2222 Mon-Fri 1400-2300Z±, other times call 314-568-0584/0581 or 314-614-9064. Flight Notification Service (ADCUS) avbl Mon-Fri 2300-1430Z±, Sat and Sun 24 hrs.

WEATHER DATA SOURCES: ASOS (636) 536-3734. LAWRs.

COMMUNICATIONS: CTAF 124.75 ATIS 134.8 (636) 532-3213 UNICOM 122.95

RCO 122.2 (ST LOUIS RADIO)

Ⓡ ST LOUIS APP/DEP CON 126.5 CLNC DEL 121.7 (0600-1200Z±)

SPIRIT TOWER 124.75 (1200-0600Z±) GND CON 121.7 CLNC DEL 133.1

AIRSPACE: CLASS D svc 1200-0600Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66' W90°58.27' 092° 15.1 NM to fld. 818/5E.

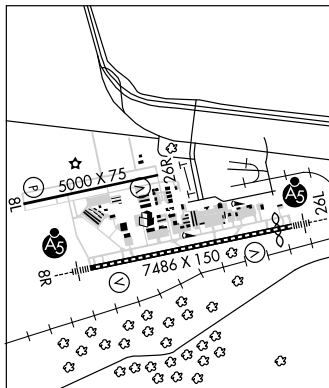
SNOOP NDB (LOM) 326 SU N38°38.36' W90°46.03' 074° 5.6 NM to fld. Unmonitored.

EAVES NDB (LOM) 227 FZ N38°40.64' W90°32.85' 257° 5.0 NM to fld. Unmonitored. LOC unusable byd 25 degrees both sides.

ILS 111.1 I-SUS Rwy 08R Class IB LOM SNOOP NDB. LOM unmonitored.

ILS 111.1 I-FZU Rwy 26L Class IA LOM EAVES NDB. LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Frequency 121.5 not avbl at twr. Remote arpt advisory service 124.75 avbl when tower closed.



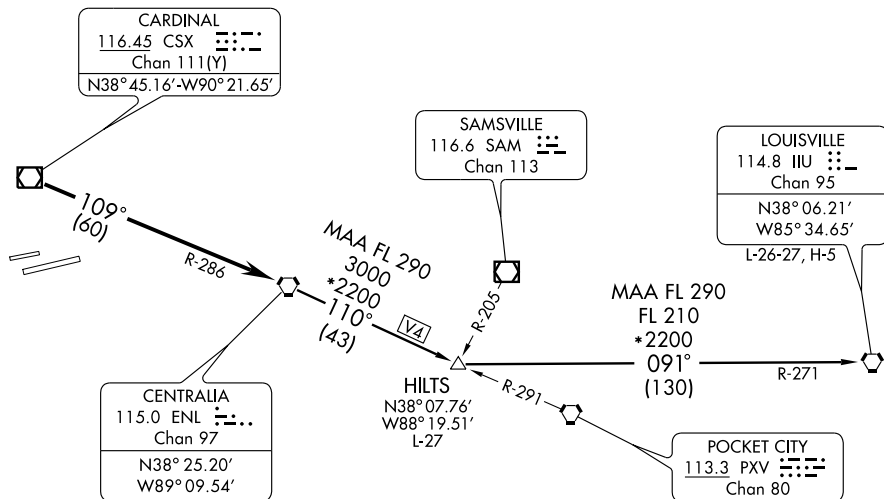
BLUES TWO DEPARTURE

(BLUES2.STL) 07298

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (STL)
ST. LOUIS, MISSOURI

ATIS
134.8
SPIRIT TOWER*
124.75 257.2
GND CON
121.7
CLNC DEL
133.1



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

BLUES TWO DEPARTURE
(BLUES2.STL) 07298

ST. LOUIS, MISSOURI
ST. LOUIS/SPIRIT OF ST. LOUIS (STL)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.

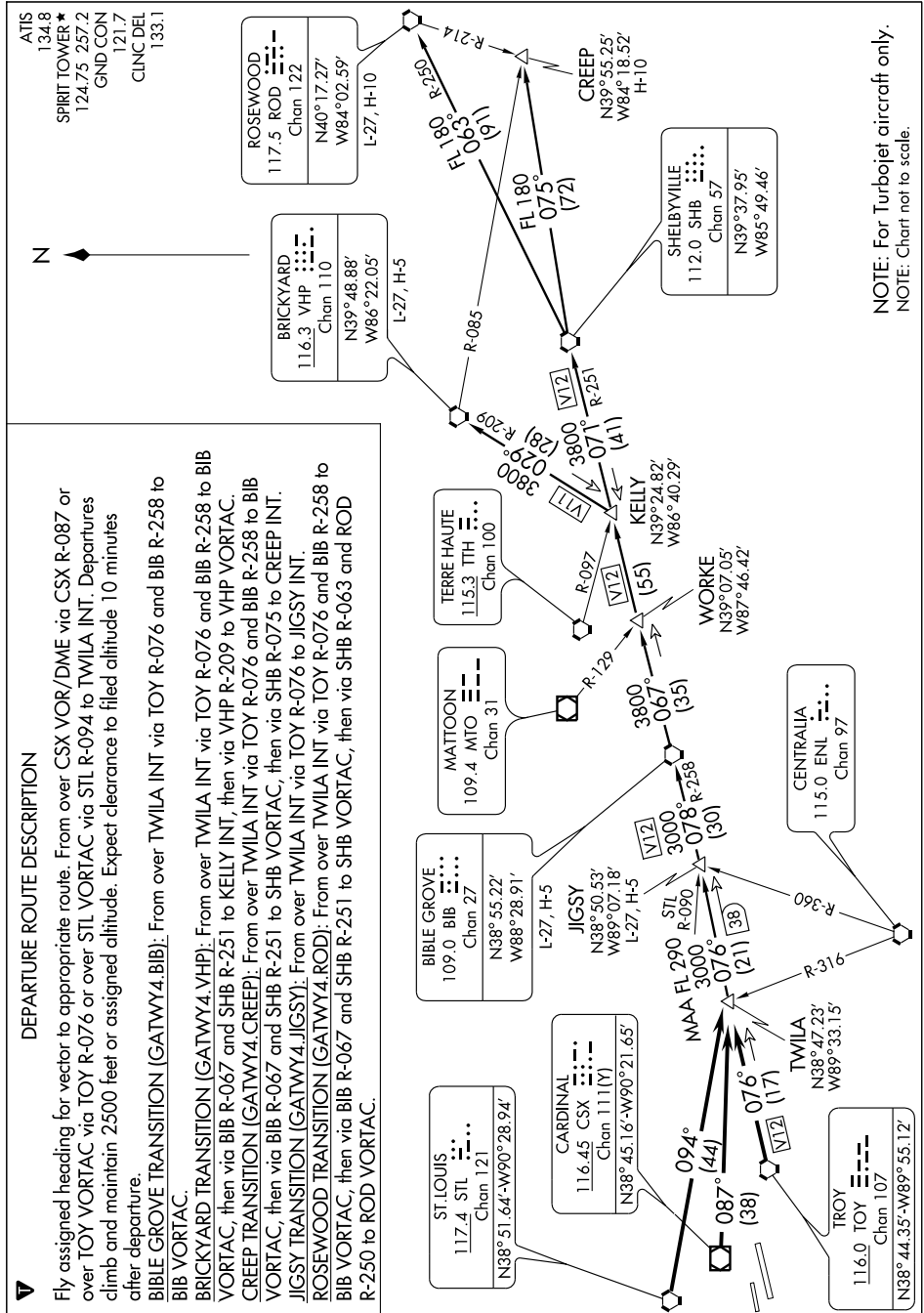
Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

GATEWAY FOUR DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



GATEWAY FOUR DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Busy vehicle service road crosses Twy G east of Twy B. Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Twy B2 crosses service road.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1 HS 2 HS 3	Ramp in close proximity to rwy. Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1 HS 2 HS 3	Twy D at int with Twy L in close proximity to Rwy 12R-30L. Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1 HS 2 HS 3	Complex twy int. Blind spots on movement area. Blind spot on movement area.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1 HS 2	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35. Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1 HS 2 HS 3	Twys in close proximity to rwys at unusual angles. Ramp exit crosses rwy. Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2 HS 3 HS 4	Twy int near rwys. Twy leads to multiple rwys. Twy crosses rwy immediately after leaving ramp. Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SUS 111.1	APP CRS 076°	Rwy Idg TDZE Apt Elev	7245 462 463
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ILS or LOC RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

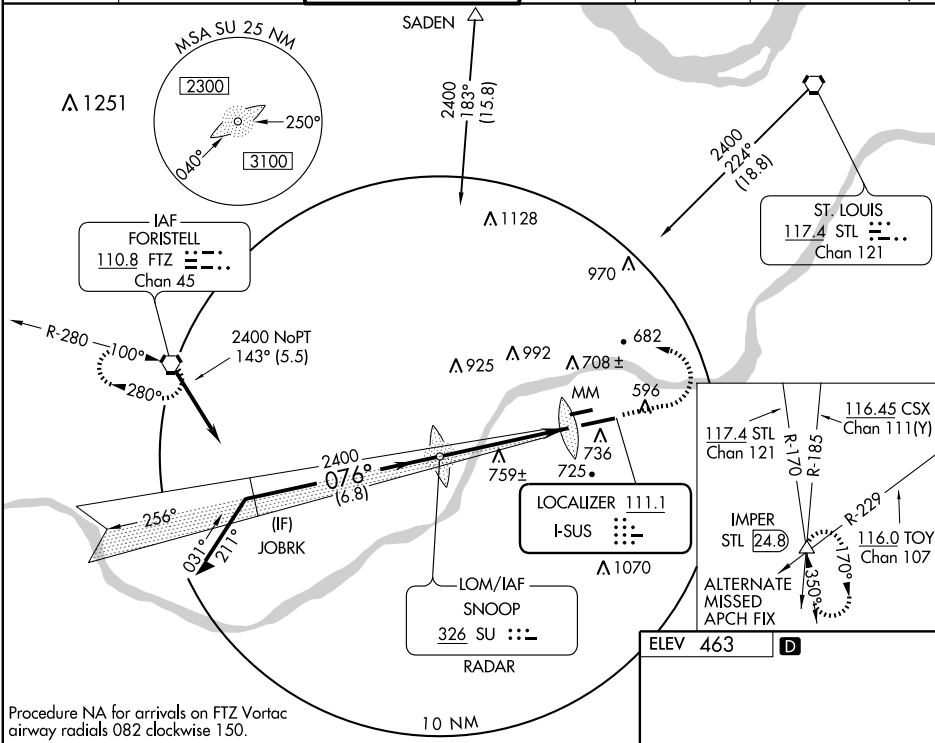
- ▼** * RVR 1800 authorized with the use of FD or AP or HUD to DA.
▲ When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

MALSR

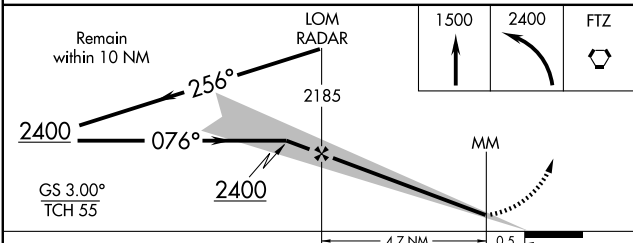


MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

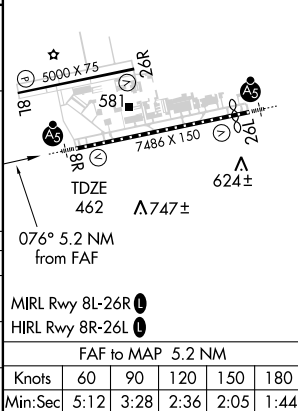
ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Procedure NA for arrivals on FTZ Vortac airway radials 082 clockwise 150.



CATEGORY	A	B	C	D
S-ILS 8R	*662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)	880/40 418 (500-¾)		
CIRCLING	1100-1 637 (700-1)	1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)	



LOC I-FZU <u>111.1</u>	APP CRS 256°	Rwy Idg TDZE Apt Elev	7004 462 463
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ILS or LOC RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)



MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS
134.8

ST. LOUIS APP CON
126.5 254.3

SPIRIT TOWER★
 124.75 (CTAF) **L** 257.2

GND CON
121.7

CLNC DE
133.1

ST. LOUIS CLNC DEL
121.7
(when tower closed)

MISSED APCH FIX

FORISTELL
FTZ $\frac{110.8}{\text{Chn 45}}$

LOM/IAF
EAVES
27 FZ
EAVES INT

EAVES INT

ST. LOUIS
117.4 STL 
Chan 121

IAF
TROY
116.0 TOY ≡.---
Chan 107

Chan 107

FORISTELL
110.8 FTZ $\Xi = \dots$
Chap 45

110.8 FTZ = ...
Chap 45

2400 to LOM
088° (19.9)

088° (19.9)

LOCALIZER 111.1
I-FZU $\begin{smallmatrix} \cdot & \cdot \\ \text{---} & \text{---} \\ \cdot & \cdot \end{smallmatrix} \begin{smallmatrix} \cdot \\ \text{---} \\ \cdot \end{smallmatrix} \cdot$

I-FZU ☰☷☳☵


ELEV 463

D

256° 4.2 NM
from FAF
TDZE
442

TDZE
442462

19

 $\Lambda 747 \pm$ HIRL Rwy 8R-26L **L**MIRI Rwy 81-26R 

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ST. LOUIS, MISSOURI

Orig-A 10210

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

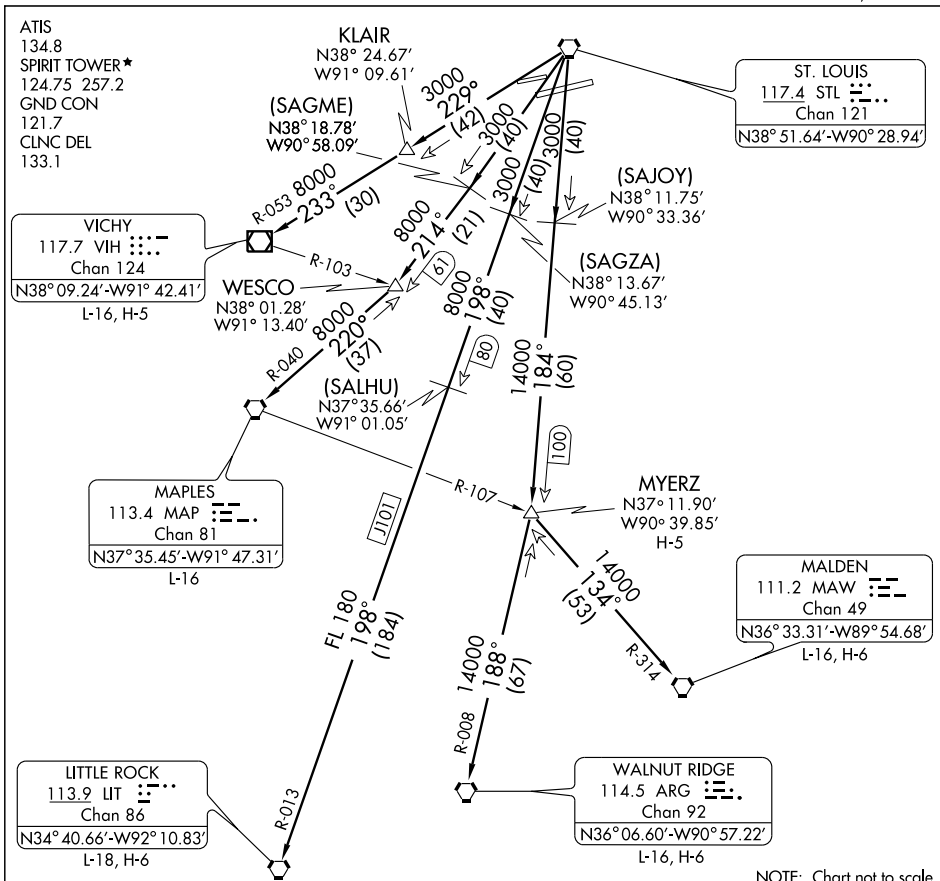
ILS or LOC RWY 26L

38°40'N-90°39'W

LINDBERGH TWO DEPARTURE

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

ST. LOUIS, MISSOURI



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

LINDBERGH TWO DEPARTURE

(LINDY2.STL) 08325

ST. LOUIS, MISSOURI

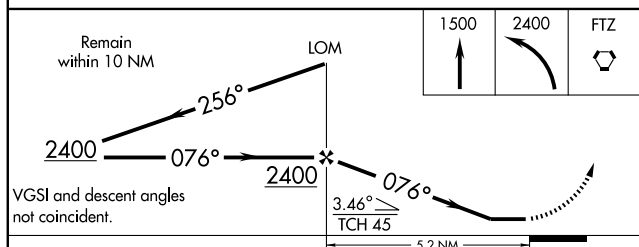
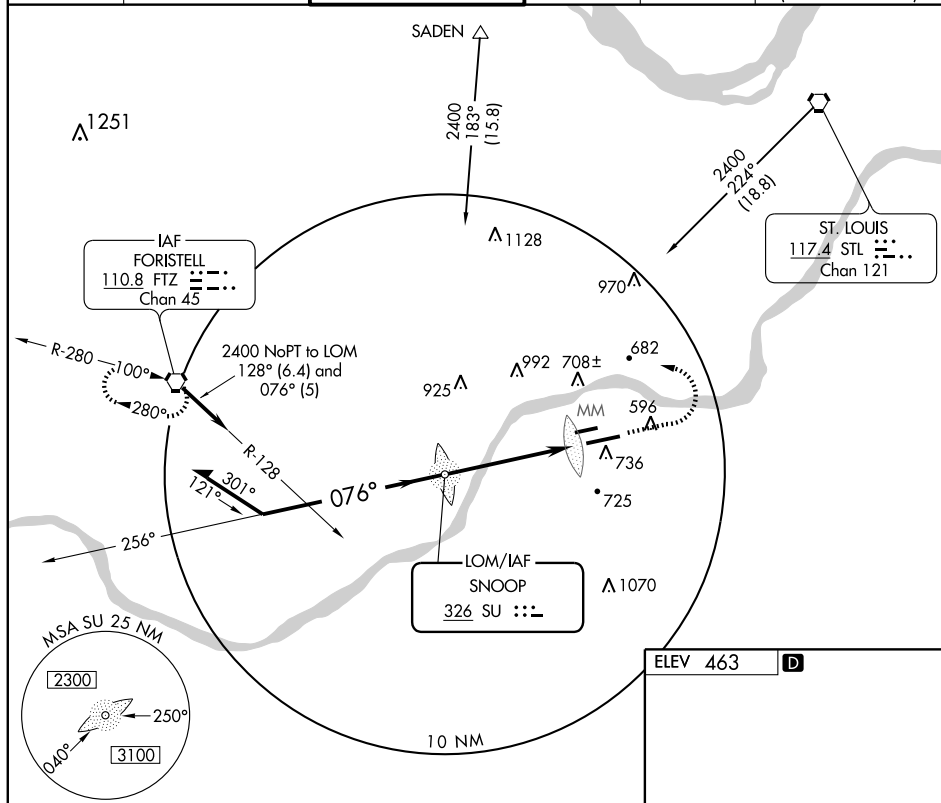
ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

LOM SU 326	APP CRS 076°	Rwy Idg TDZE Apt Elev	7245 462 463
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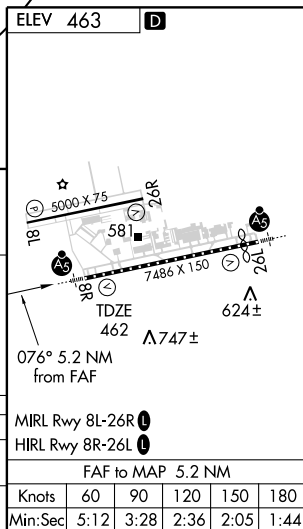
NDB RWY 8R

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

V NA		MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.		
ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)



CATEGORY	A	B	C	D
S-8R	1200/40 738 (800-¾)		1200-1½ 738 (800-1½)	1200-2 738 (800-2)
CIRCLING	1200-1 737 (800-1)		1200-2 737 (800-2)	1200-2¼ 737 (800-2¼)



LOM FZ 227	APP CRS 255°	Rwy Idg TDZE Apt Elev	7004 462 463
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NDB RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

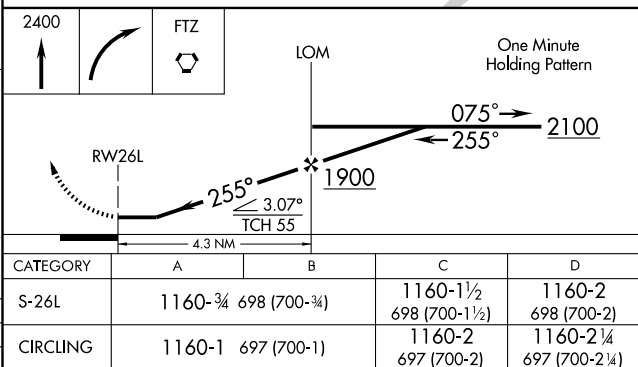
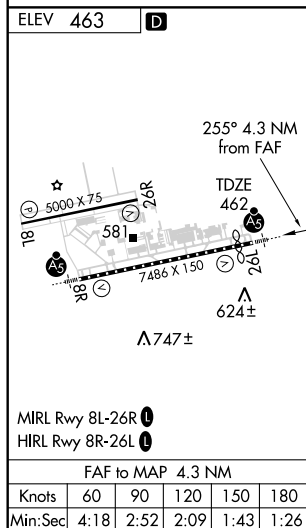
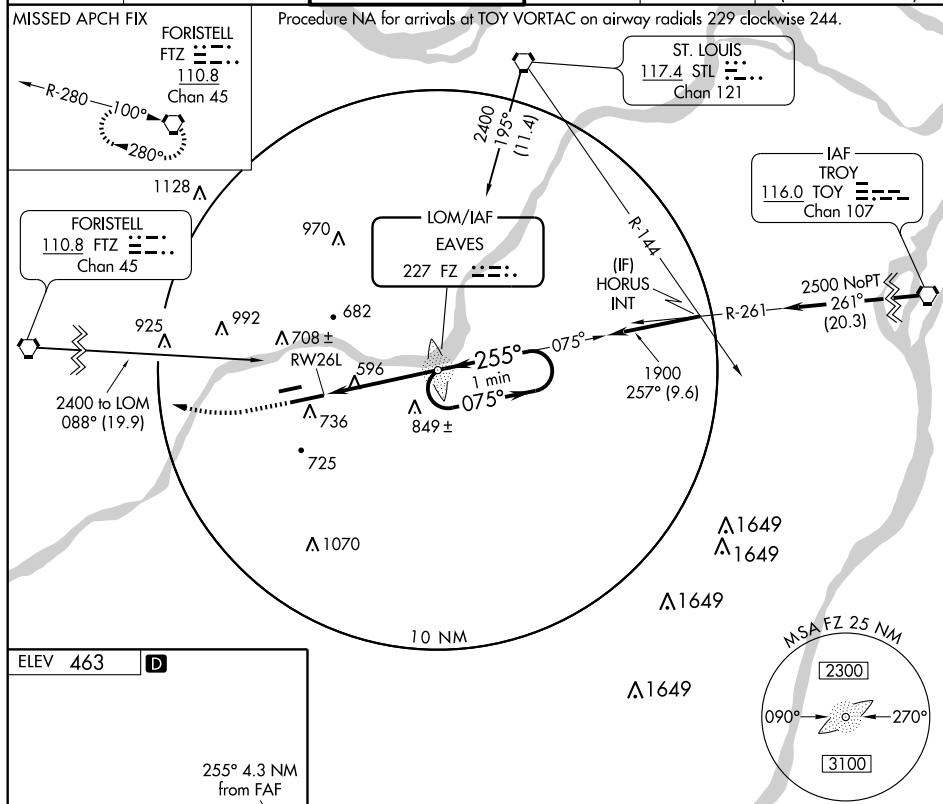
When local altimeter setting not received, use Lambert-St Louis
 Int'l altimeter setting and increase all MDA 60 feet, increase S-26L
 Cat C and D and circling Cats B, C and D visibility ¼ mile.

MALSR



MISSED APPROACH: Climb to 2400 then
 right turn direct FTZ VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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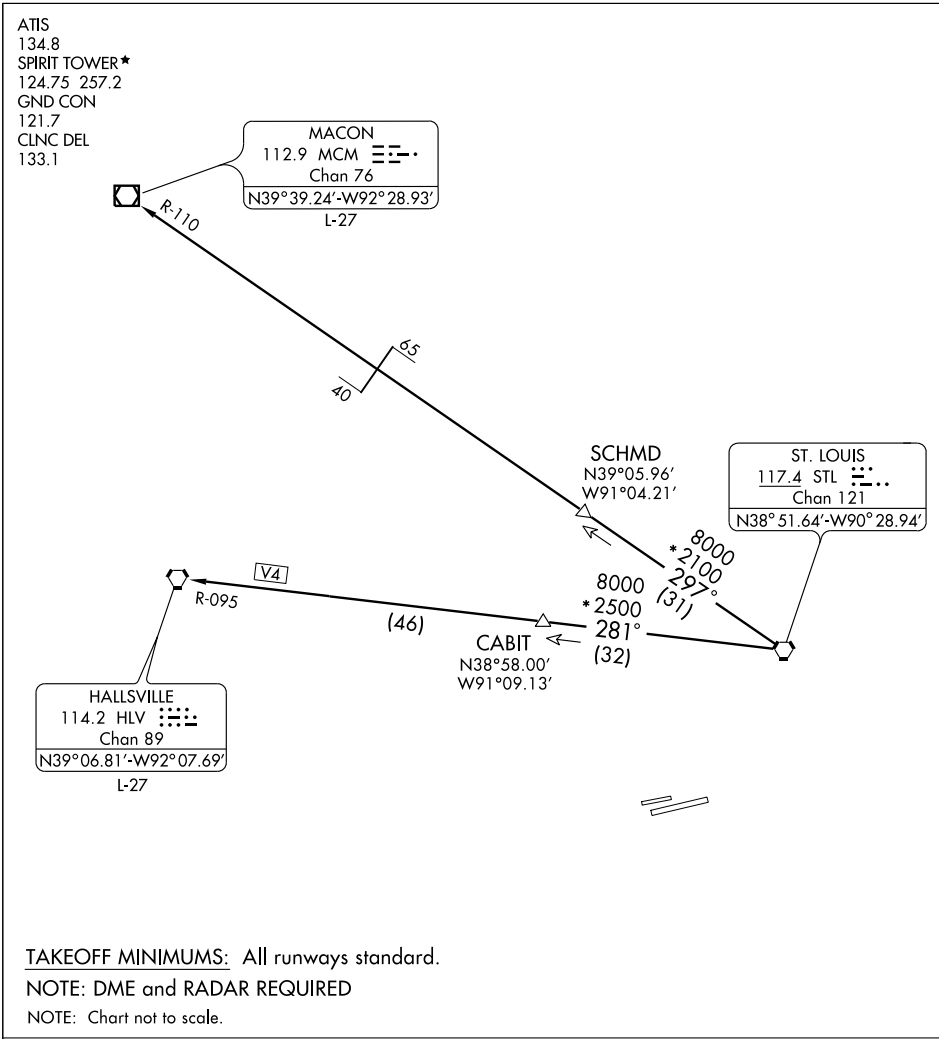
ST. LOUIS, MISSOURI

Amdt 3 10210

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

38°40'N-90°39'W

NDB RWY 26L



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

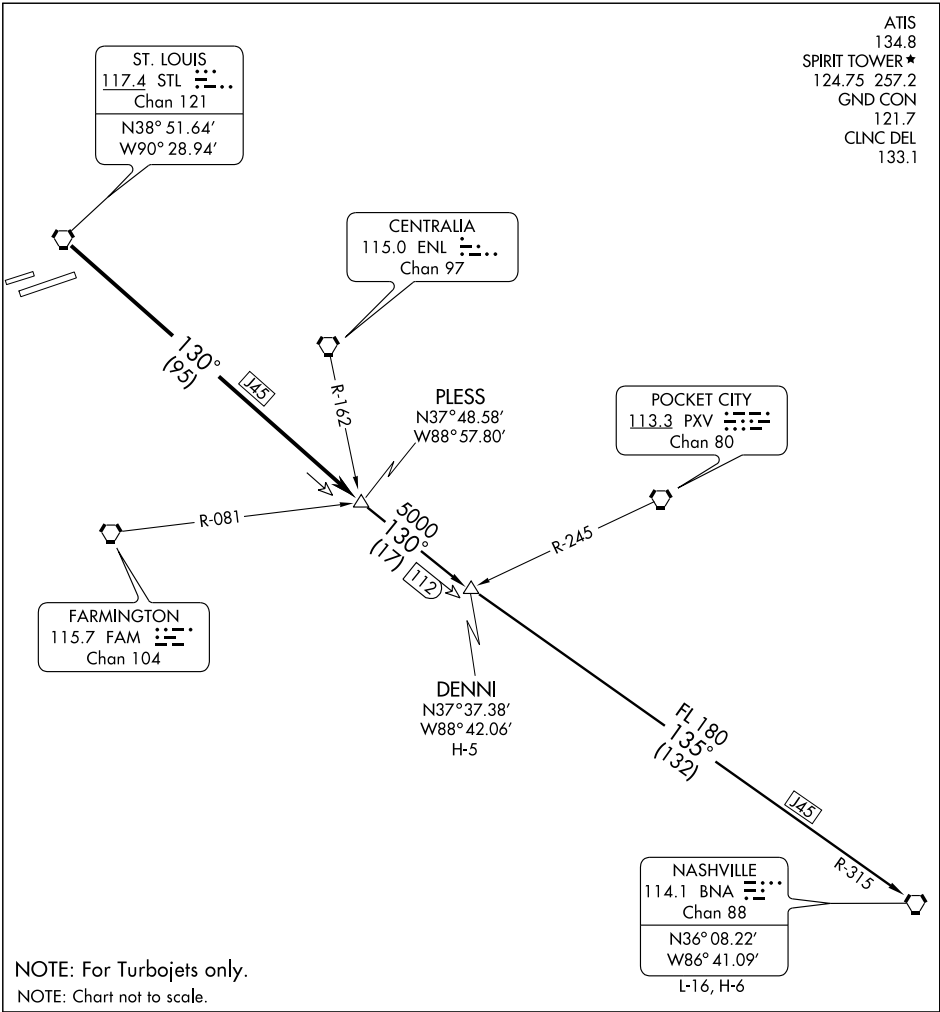
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

PLESS ONE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

PLESS ONE DEPARTURE

WAAS CH 99414 W08A	APP CRS 076°	Rwy Idg 5000 TDZE 463 Apt Elev 463
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RNAV (GPS) RWY 8L

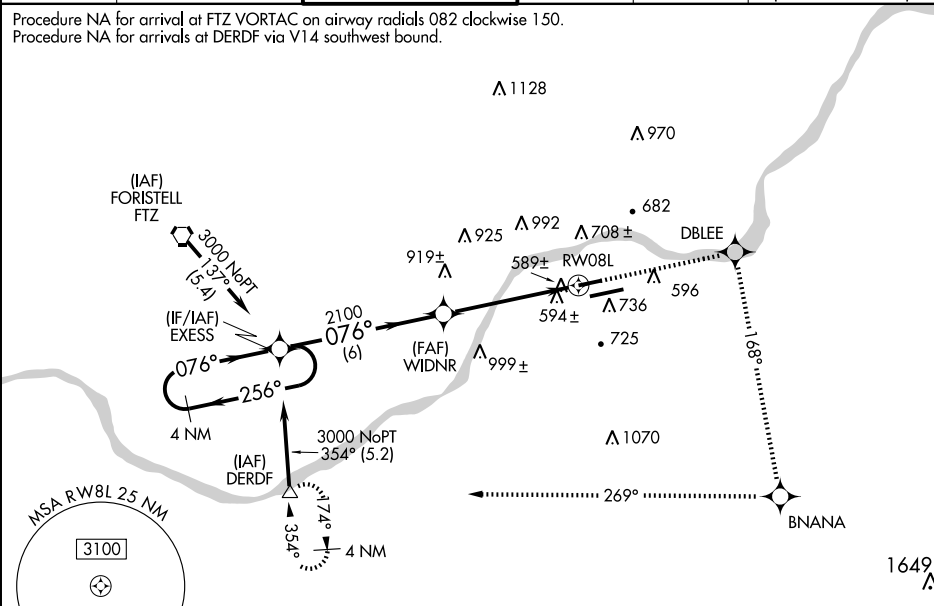
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

- ▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲** VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLE and right turn via track 168° to BNANA and right turn via track 269° to DERDE and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrivals at DERDE via V14 southwest bound



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

4 NM Holding Pattern

EXCESS

3000 ← 256°
076° →

WIDNR

*1.7 NM to RW08L

*LNAV only

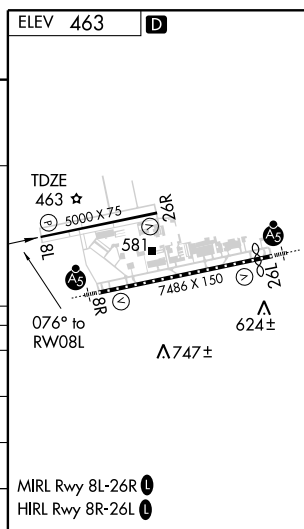
RW08L

GS 3.00°
TCH 41

2100

6 NM 3.3 NM 1.7 NM

CATEGORY	A	B	C	D
LPV DA	855-1½	392 (400-1½)		NA
LNAV/VNAV DA	1075-2¼	612 (700-2¼)		NA
LNAV MDA	1040-1	577 (600-1)		NA
CIRCLING	1100-1	637 (700-1)		NA



ST. LOUIS, MISSOURI
Orig 10210

38°40'N-90°39'W

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)
RNAV (GPS) RWY 8L

WAAS CH 61114 W08B	APP CRS 076°	Rwy Idg 7245 TDZE 462 Apt Elev 463
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RNAV (GPS) RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

- ▼** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C ¼ mile.

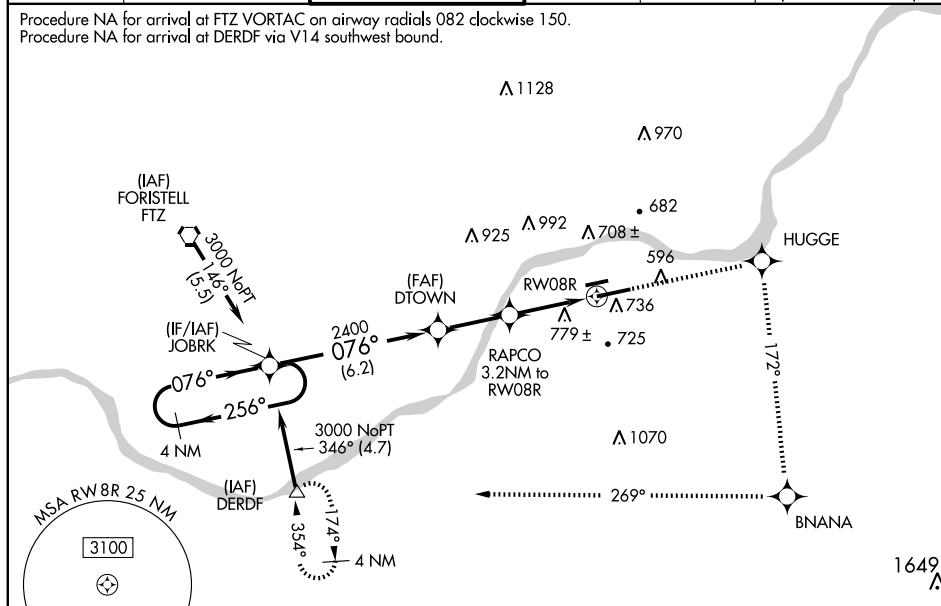
MALSR



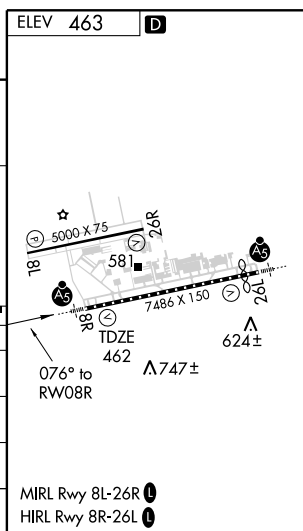
MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDE via V14 southwest bound



4 NM Holding Pattern JOBKRK					
3000 ← 256° 076° →		DTOWN RAPCO 3.2NM to RW08R 1.6 NM to RW08R* *LNAV only RW08R			
GS 3.00° TCH 55		2400 1540* 6.2 NM — 2.6 NM — 1.6 NM — 1.6 NM			
CATEGORY	A	B	C	D	
LPV DA	662/24 200 (200-½)				
LNAV/VNAV DA	1129-1¾ 667 (700-1¾)				
LNAV MDA	1040/24 578 (600-½)		1040/50 578 (600-1)		1040/60 578 (600-1½)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)		1140-2¼ 677 (700-2¼)



ST. LOUIS, MISSOURI
Orig 10210

38°40'N-90°39'W

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)
RNAV (GPS) RWY 8R

NC-3. 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81914 W26B	APP CRS 256°	Rwy Idg TDZE Apt Elev	7004 462 463
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RNAV (GPS) RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ½ mile and circling visibility Cat C ¼ mile.

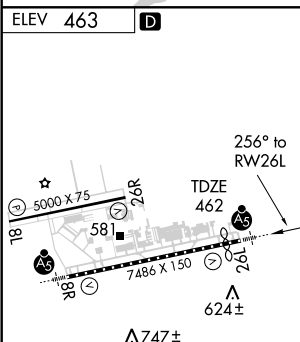
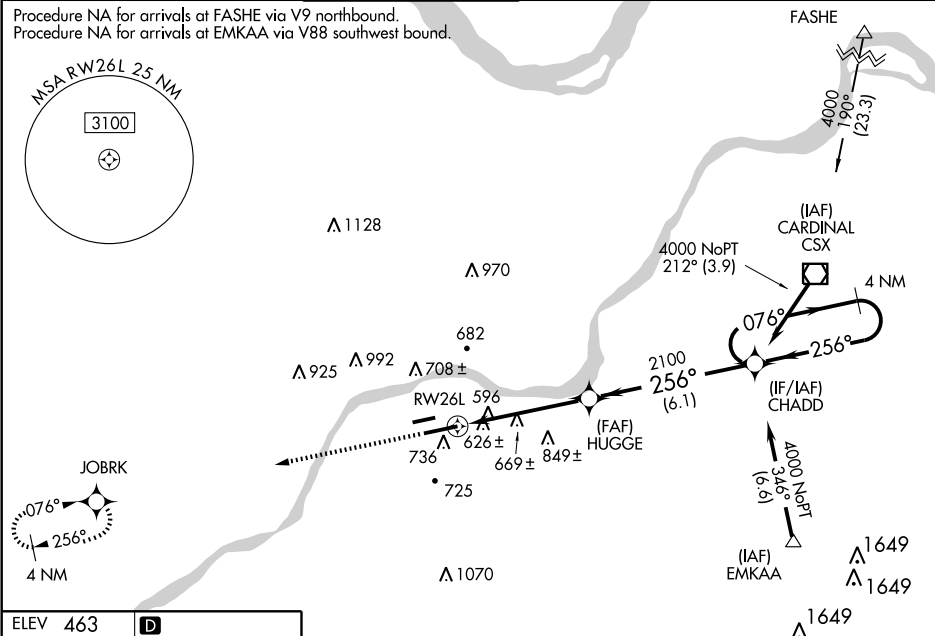
MALSR



MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.



<div> <div>3000 JOBRK</div> <div> <div>HUGGE</div> <div>CHADD</div> <div>4 NM Holding Pattern</div> </div> </div>				
<div> <div> <div>*LNAV only</div> <div> <div>RWY 26L</div> <div>1.5 NM</div> <div>1.7 NM</div> <div>1.7 NM</div> <div>6.1 NM</div> </div> </div> <div> <div>SHEGZ 3.2 NM to RWY 26L</div> <div>1540*</div> <div>2100</div> <div>256°</div> <div>076°</div> <div>4000</div> <div>GS 3.00° TCH 55</div> </div> </div>				
CATEGORY	A	B	C	D
LPV DA	662-½ 200 (200-½)			
LNAV/VNAV DA	969-1¼ 507 (600-1¼)			
LNAV MDA	980-½	518 (600-½)	980-1	518 (600-1¼)
CIRCLING	1100-1	637 (700-1)	1120-1¾	1140-2¼
			657 (700-1¾)	677 (700-2¼)

MIRL Rwy 8L-26R **0**
HIRL Rwy 8R-26L **0**

ST. LOUIS, MISSOURI
Orig 10210

38°40'N-90°39'W

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)
RNAV (GPS) RWY 26L

WAAS CH 97414 W26A	APP CRS 256°	Rwy Idg TDZE Apt Elev	5000 463 463
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RNAV (GPS) RWY 26R

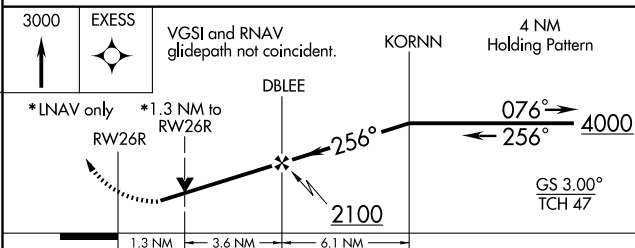
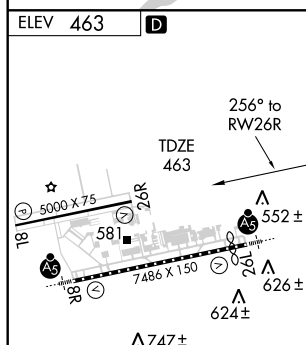
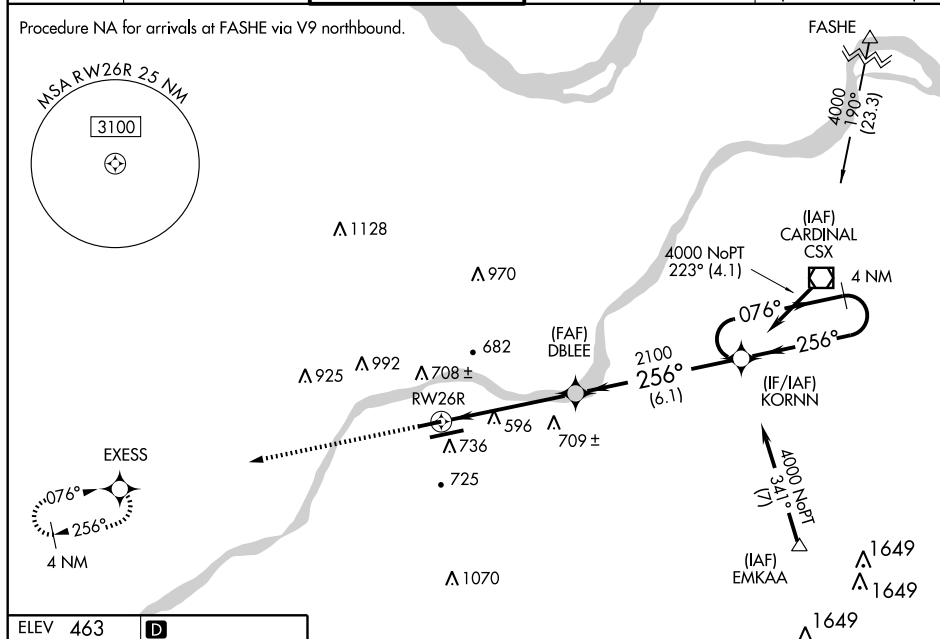
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting.
 When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cals visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct EXCESS and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Procedure NA for arrivals at FASHE via V9 northbound.



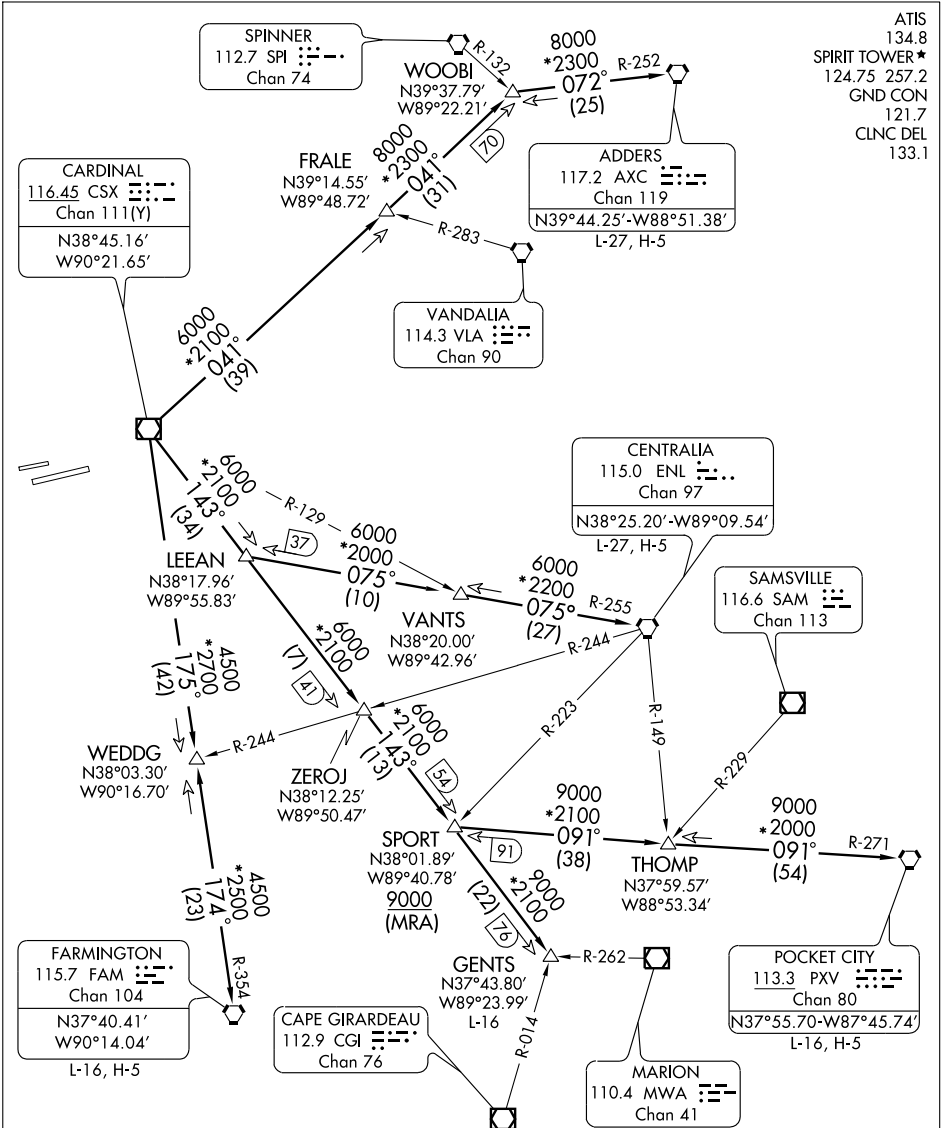
CATEGORY	A	B	C	D
LPV DA	803-1¼ 340 (400-1¼)			NA
LNAV/VNAV DA	953-1¾ 490 (500-1¾)			NA
LNAV MDA	1000-1 537 (600-1)			NA
CIRCLING	1100-1 637 (700-1)			NA

MIRL Rwy 8L-26R
 MIRL Rwy 8R-26L

TURBO SIX DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



TAKEOFF MINIMUMS

Rwy 8L, 26R, Standard.
Rwy 8R, 200-1¼ or standard with minimum climb of 238' per NM to 700.
Rwy 26L, 200-2 or standard with minimum climb of 231' per NM to 900.

NOTE: For Turboprop/Prop aircraft only.
NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TURBO SIX DEPARTURE

ST. LOUIS, MISSOURI
ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOABI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 8L: Multiple Trees beginning 1245' from DER, 52' left of centerline, up to 74' AGL/533' MSL.
Multiple Trees and Fence beginning 46' from DER, 72' right of center, up to 57' AGL/516' MSL.

Rwy 8R: Railroad and Antenna on bldg beginning 142' from DER, 18' left of centerline, up to 33' AGL/482' MSL.

Rwy 26L: Tree 2239' from DER, 509' right of centerline, up to 62' AGL/521' MSL.

Rwy 26R: Multiple Trees beginning 1898' from DER, 18' left of centerline, up to 130' AGL/589' MSL.
Multiple Trees beginning 32' from DER, 41' right of centerline, up to 142' AGL/601' MSL.

STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC-6(-5DT) N37°39.00' W93°45.51'

KANSAS CITY

867 NOTAM FILE COU

Not insp.

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Seaplanes may not be opr at Stockton Lake SPB sunset-sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing ldg area. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (MO3) 3 SW UTC-6(-5DT) N37°39.62' W93°49.01'

KANSAS CITY

1042 B **FUEL** 100LL NOTAM FILE COU

L-16F

RWY 01-19: H3060X50 (ASPH) LIRL (NSTD)

IAP

RWY 01: Trees.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. For fuel call number posted on pumps.

Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy 01-19 cracks with vegetation length of rwy. Rwy 01-19 NSTD LIRL, lgts on sides of rwy located 18-30' from pavement. Thld lgts spaced incorrectly.

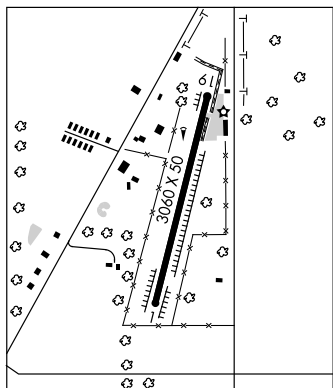
COMMUNICATIONS: CTAF 122.9

Ⓡ **SPRINGFIELD APP/DEP CON** 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36'

W93°20.04' 304° 29.4 NM to fld. 1240/4E. **HIWAS.**



SULLIVAN RGNL (UUV) 1N UTC-6(-5DT) N38°14.01' W91°09.86'

KANSAS CITY

933 B S4 **FUEL** 100LL, JET A NOTAM FILE STL Not insp.

L-16G

RWY 06-24: H4500X75 (CONC) S-12.5 MRL

IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 28'. Tree.

RWY 24: PAPI(P2L)—GA 3.0° TCH 24'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2200Z+. After hours call

573-467-1791. Parachute Jumping on and invof arpt. Rwy 06-24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MRL Rwy 06-24 preset on low ints, to increase ints **ACTIVATE**—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.375 (573) 860-2596.

COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 128.35

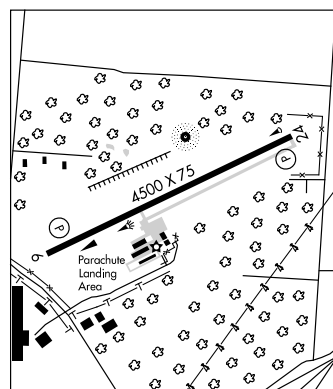
RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25'

W91°42.41' 073° 26.1 NM to fld. 1110/6E.

NDB (MHW) 356 UUV N38°14.13' W91°09.84' at fld.

Unmonitored 2300-1300Z+. NOTAM FILE STL.



SUNSHINE N38°02.44' W92°36.15' NOTAM FILE COU.

KANSAS CITY

(L) **VORW/DME** 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E.

L-16G

RCO 122.15 (COLUMBIA RADIO)

TAN TAR A RESORT SPB (See OSAGE BEACH)

TARIO N39°40.55' W94°54.42' NOTAM FILE STJ.

KANSAS CITY

NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem.

APP CRS	Rwy Idg	3060
013°	TDZE	1042
	Apt Elev	1042

GPS RWY 1

STOCKTON MUNI (M03)

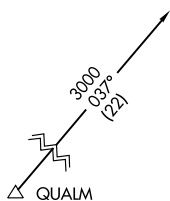
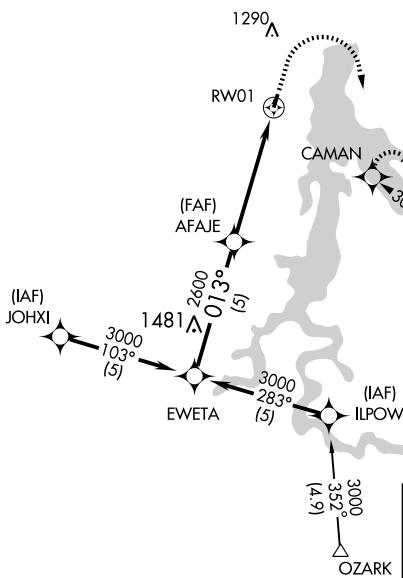
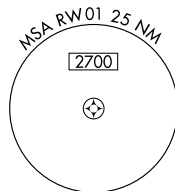


Use Springfield-Branson National altimeter setting.

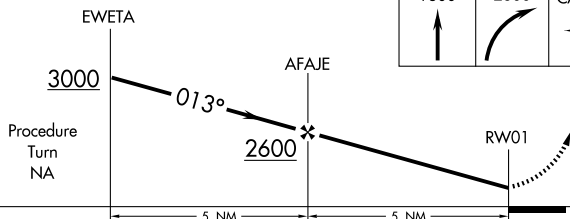
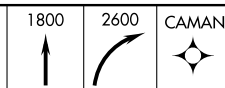
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON
124.95

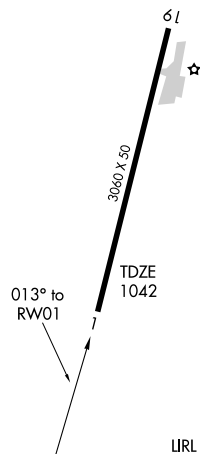
CTAF
122.9



ELEV 1042



CATEGORY	A	B	C	D
S-1	1540-1	498 (500-1)	NA	
CIRCLING	1580-1	538 (600-1)	NA	



LIRL Rwy 1-19

APP CRS	Rwy Idg	3060
193°	TDZE	1037
	Apt Elev	1042

GPS RWY 19

STOCKTON MUNI (MO3)

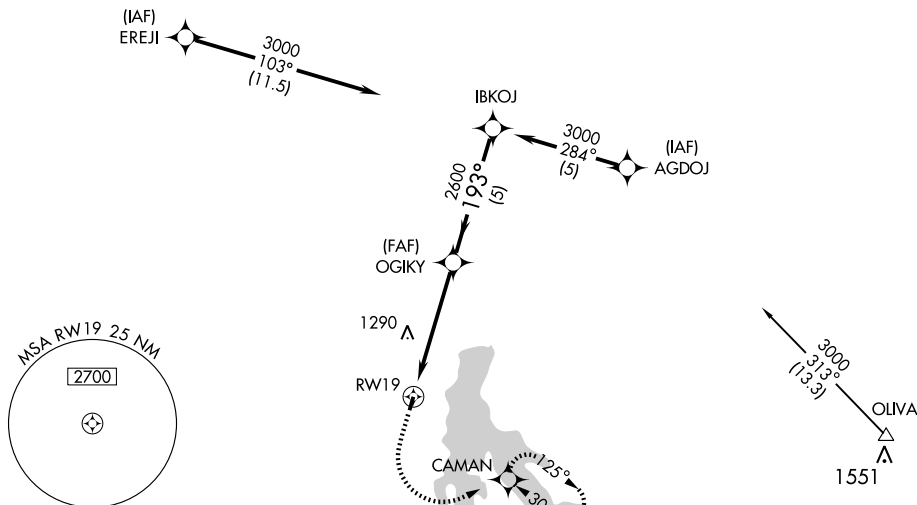
▲ NA

Use Springfield-Branson National altimeter setting.

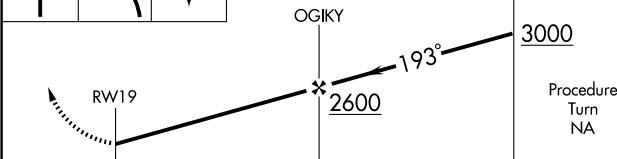
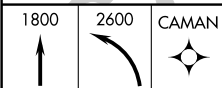
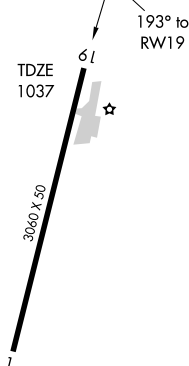
MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON
124.95

CTAF
122.9



ELEV 1042



CATEGORY	A	B	C	D
S-19	1720-1 683 (700-1)		NA	
CIRCLING	1720-1 678 (700-1)		NA	

LIRL Rwy 1-19

STOCKTON, MISSOURI

Orig 10154

STOCKTON MUNI (MO3)

GPS RWY 19

37°40'N-93°49'W

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SGF 116.9 Chan 116	APP CRS 305°	Rwy Idg TDZE Apt Elev	N/A N/A 1042
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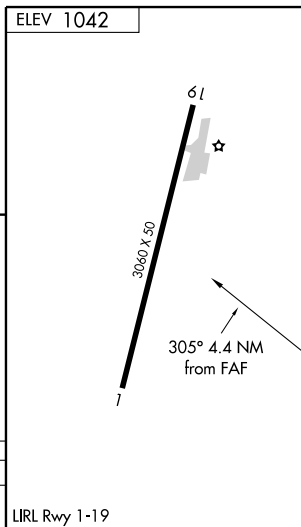
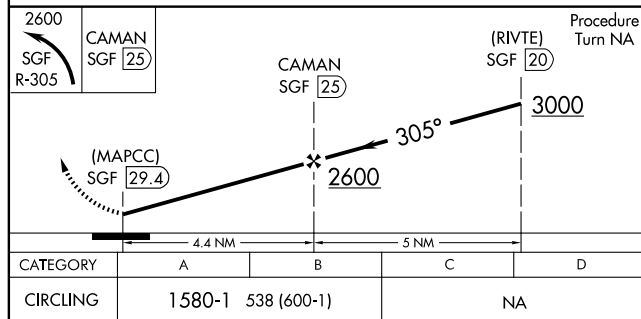
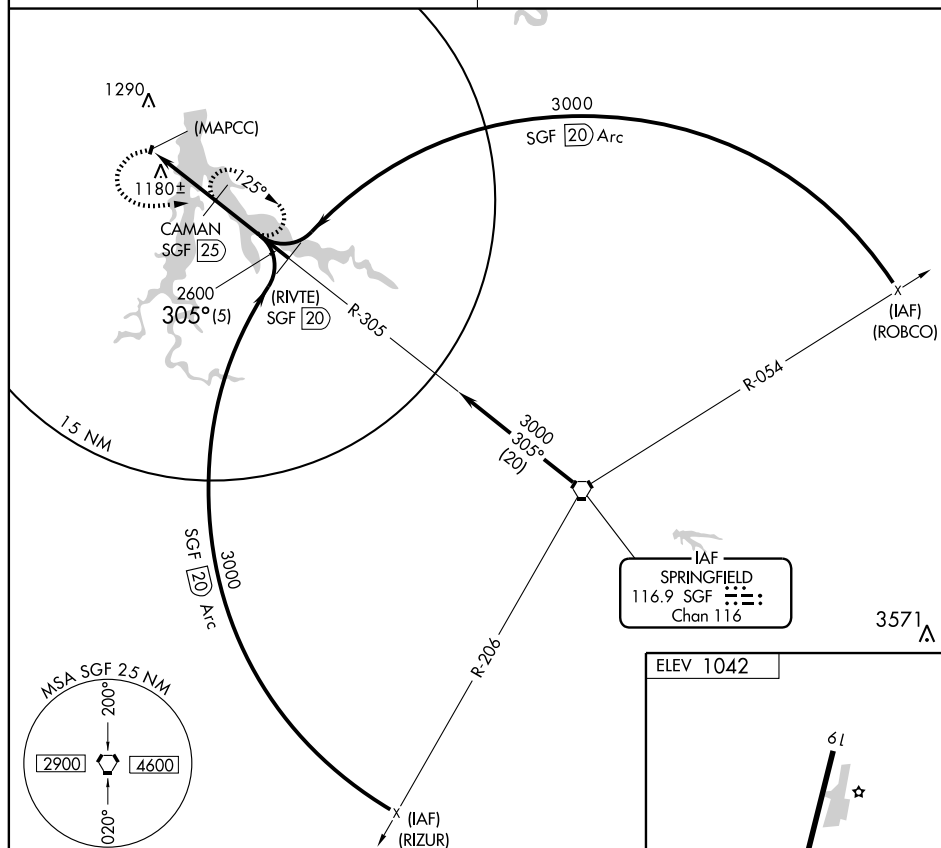
VOR/DME or GPS-A
STOCKTON MUNI (M03)

A NA Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold.

SPRINGFIELD APP CON
124.95

CTAF
122.9



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010

STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC-6(-5DT) N37°39.00' W93°45.51'

KANSAS CITY

867 NOTAM FILE COU

Not insp.

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Seaplanes may not be opr at Stockton Lake SPB sunset-sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing ldg area. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (MO3) 3 SW UTC-6(-5DT) N37°39.62' W93°49.01'

KANSAS CITY

1042 B FUEL 100LL NOTAM FILE COU

L-16F

RWY 01-19: H3060X50 (ASPH) LIRL (NSTD)

IAP

RWY 01: Trees.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. For fuel call number posted on pumps.

Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy 01-19 cracks with vegetation length of rwy. Rwy 01-19 NSTD LIRL, lgts on sides of rwy located 18-30' from pavement. Thld lgts spaced incorrectly.

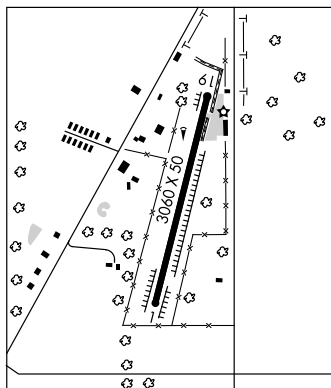
COMMUNICATIONS: CTAF 122.9

Ⓡ SPRINGFIELD APP/DEP CON 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36'

W93°20.04' 304° 29.4 NM to fld. 1240/4E. HIWAS.



SULLIVAN RGNL (UUV) 1N UTC-6(-5DT) N38°14.01' W91°09.86'

KANSAS CITY

933 B S4 FUEL 100LL, JET A NOTAM FILE STL Not insp.

L-16G

RWY 06-24: H4500X75 (CONC) S-12.5 MRL

IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 28'. Tree.

RWY 24: PAPI(P2L)—GA 3.0° TCH 24'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2200Z+. After hours call

573-467-1791. Parachute Jumping on and invof arpt. Rwy 06-24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MRL Rwy 06-24 preset on low ints, to increase ints ACTIVATE—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.375 (573) 860-2596.

COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 128.35

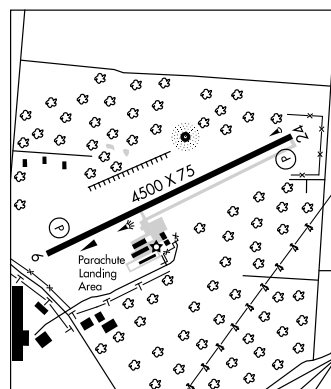
RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25'

W91°42.41' 073° 26.1 NM to fld. 1110/6E.

NDB (MHW) 356 UUV N38°14.13' W91°09.84' at fld.

Unmonitored 2300-1300Z+. NOTAM FILE STL.



SUNSHINE N38°02.44' W92°36.15' NOTAM FILE COU.

KANSAS CITY

(L) VORW/DME 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E.

L-16G

RCO 122.15 (COLUMBIA RADIO)

TAN TAR A RESORT SPB (See OSAGE BEACH)

TARIO N39°40.55' W94°54.42' NOTAM FILE STJ.

KANSAS CITY

NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem.

NDB UUV 356	APP CRS 246°	Rwy Idg TDZE Apt Elev	4499 927 933
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NDB RWY 24
SULLIVAN RGNL (UUV)

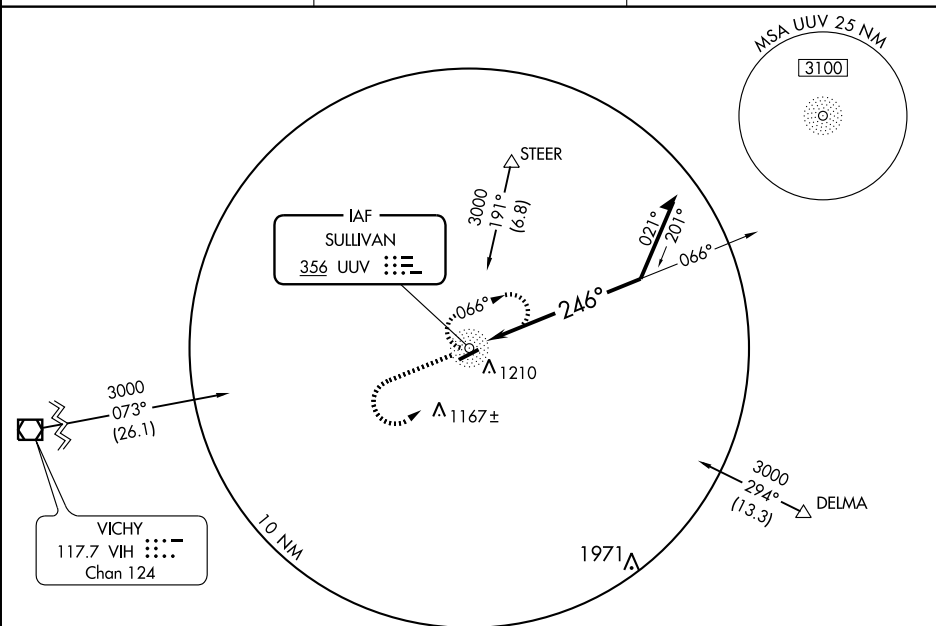
▼ Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

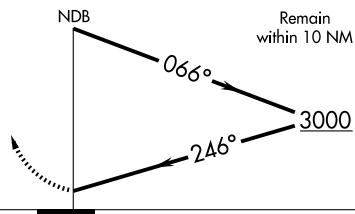
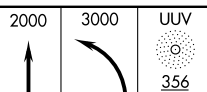
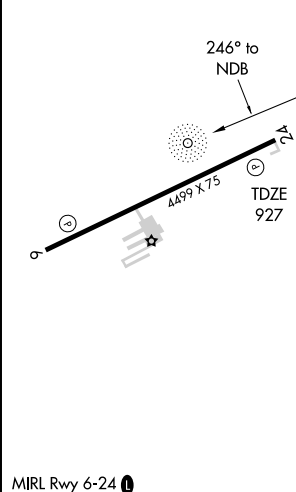
AWOS-3
119.375

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.7 (CTAF) 0



ELEV 933



CATEGORY	A	B	C	D
S-24	1560-1	633 (700-1)	1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1	627 (700-1)	1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

SULLIVAN, MISSOURI
Orig-A 11FEB10

38°14'N-91°10'W

SULLIVAN RGNL (UUV)
NDB RWY 24

NC-3, 21 OCT 2010 to 18 NOV 2010

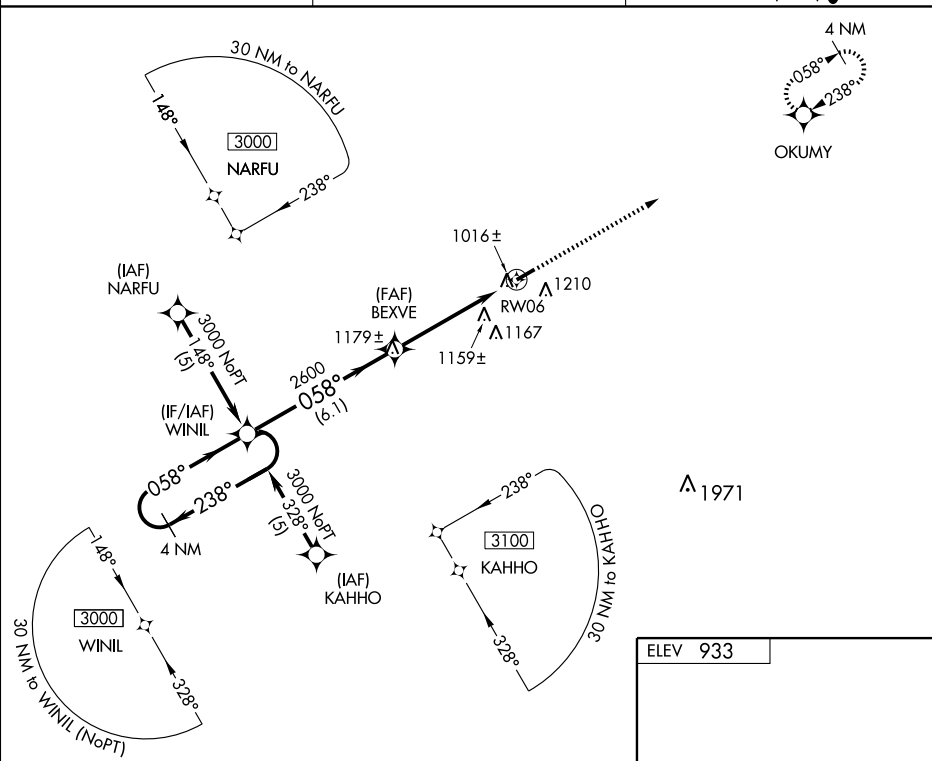
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82414 W06A	APP CRS 058°	Rwy Idg 4499 TDZE 933 Apt Elev 933
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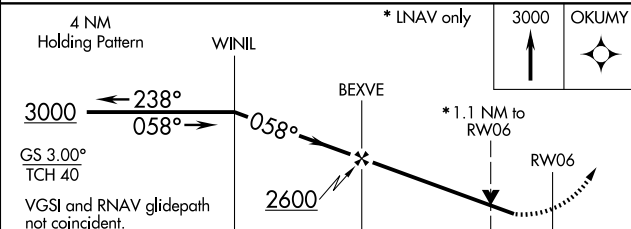
RNAV (GPS) RWY 6

SULLIVAN RGNL (UUV)

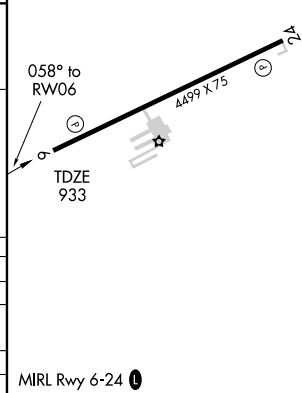
<p>▼ Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ NA Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3000 direct OKUMY and hold.</p>
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AWOS-3
119.375KANSAS CITY CENTER
128.35 284.67UNICOM
122.7 (CTAF) 0

ELEV 933



CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)	NA	NA
LNAV/VNAV DA	1488-2	555 (600-2)	NA	NA
LNAV MDA	1420-1	487 (500-1)	NA	NA
CIRCLING	1520-1	587 (600-1)	NA	NA



WAAS CH 72714 W24A	APP CRS 238°	Rwy Idg 4499 TDZE 928 Apt Elev 933
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RNAV (GPS) RWY 24

SULLIVAN RGNL (UUV)

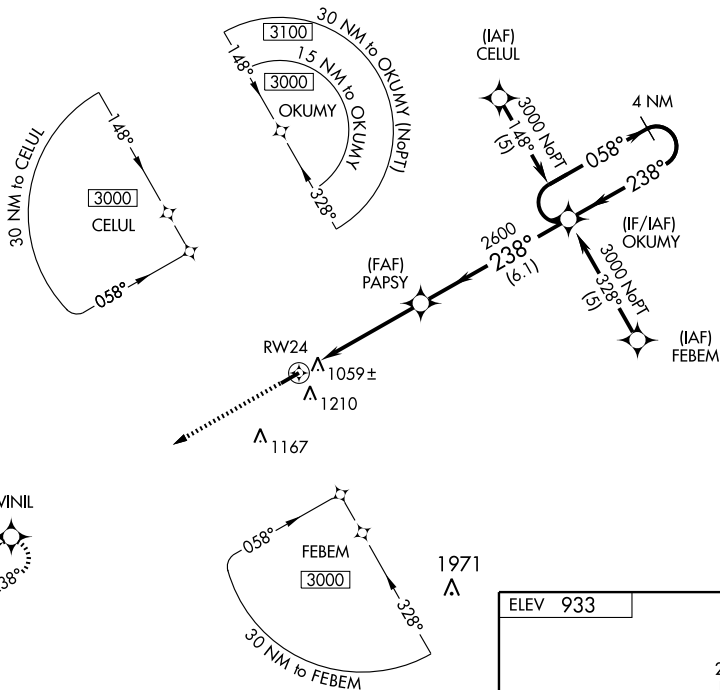
▼ Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ NA When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
WINIL and hold.

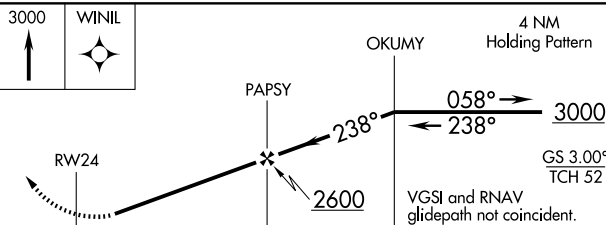
AWOS-3
119.375

KANSAS CITY CENTER
128.35 284.67

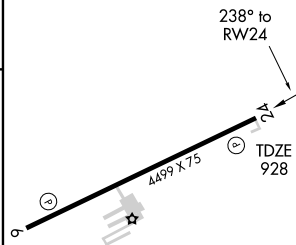
UNICOM
122.7 (CTAF) 0



3000
↑
WINIL



ELEV 933



CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1392-1¾	464 (500-1¾)	NA	NA
LNAV MDA	1460-1	532 (600-1)	NA	NA
CIRCLING	1520-1	587 (600-1)	NA	NA

MIRL Rwy 6-24 0

TARKIO

GOULD PETERSON MUNI (K57) 1 E UTC-6(-5DT) N40°26.76' W95°22.04'

913 B S2 NOTAM FILE COU

RWY 18-36: H3564X60 (CONC) S-3 MIRL

RWY 18: Thld dsplcd 330'. Road. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1400-2300Z, Sat 1400-1800Z, Nov-Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints and ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64' W94°55.51' 317° 35.5 NM to fld. 1160/8E.

OMAHA

L-10J

IAP

THAYER MEM (42M) 2 W UTC-6(-5DT) N36°31.34' W91°34.32'

KANSAS CITY

790 B NOTAM FILE COU

L-16G

RWY 09-27: H4200X49 (ASPH) LIRL (NSTD)

RWY 09: Trees. **RWY 27:** Thld dsplcd 155'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09-27 width variance 49-50'. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09-27 NSTD LIRL, rwy edge and thld lgts placed 15' off edges of pavement. Rwy 27 dsplcd thld lgts NSTD located 10' W of dsplcd thld bar, first 160' of dsplcd thld unlighted at ngt. For LIRL Rwy 09-27 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ARG.

WALNUT RIDGE (H) VORTAC 114.5 ARG Chan 92 N36°06.60' W90°57.22' 306° 38.8 NM to fld. 260/4E.

HIWAS.

TRENTON MUNI (TRX) 1 E UTC-6(-5DT) N40°05.01' W93°35.44'

OMAHA

758 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 18-36: H4307X75 (ASPH) MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0' TCH 30'. Thld dsplcd 400'.

Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0' TCH 30'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1330-2230Z, 24 hr fuel avbl, contact arpt manager 660-359-5154; after hrs contact Fire Dept 660-359-5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36 opr dusk-0330Z, after 0330Z to dusk ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF. To increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

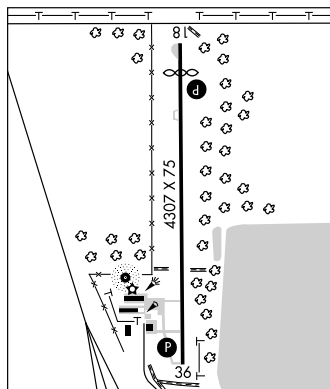
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

W93°58.06' 144° 35.3 NM to fld. 1140/7E. HIWAS.

NDB (MHW) 400 TRX N40°04.82' W93°35.58' at fld.

NOTAM FILE COU.



TRIPLE R (See DEARBORN)

TWIN CITY AIRPARK (See MARBLE HILL)

UNIONVILLE MUNI (K43) 3 N UTC-6(-5DT) N40°32.41' W93°01.53'

OMAHA

1046 B NOTAM FILE COU

RWY 17-35: H2805X49 (ASPH-AFSC) LIRL

RWY 17: Ground. **RWY 35:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 17-35 width variance 49-50'. Rwy 17-35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17-35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.

COMMUNICATIONS: CTAF 122.9

WAAS CH 57906 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	3234 913 913
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RNAV (GPS) RWY 18

TARKIO/ GOULD PETERSON MUNI (K57)

- V** Baro-VNAV NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
- A NA** Use Shenandoah altimeter setting; if not received, use
Clarinda altimeter setting and increase all DAs 13 feet/
MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

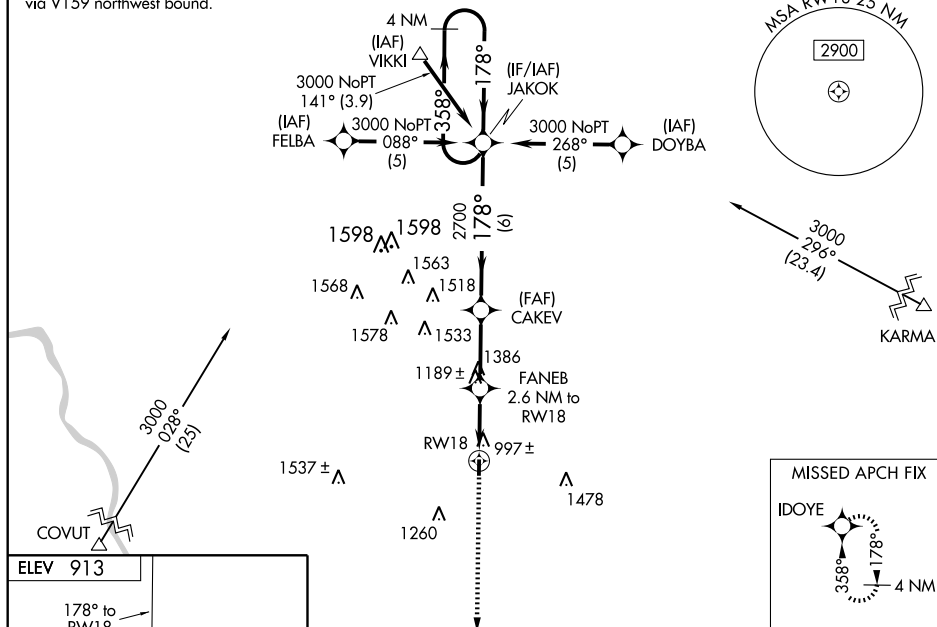
MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

SHENANDOAH AWOS-3
125.525

MINNEAPOLIS CENTER
119.6 290.4

CTAF
122.90

Procedure NA for arrivals at VIKKI
via V159 northwest bound.



ELEV 913

178° to
RWY 18

TDZE
913

81

36

3564 X 60

4 NM
Holding Pattern

JAKOK

CAKEV

3000

IDOYE

* LNAV only

3000

358°

178°

178°

2700

* 1780

FANEB

2.6 NM to
RWY 18

RWY 18

GS 3.00°
TCH 40

6 NM

2.8 NM

2.6 NM

CATEGORY

A

B

C

D

LPV DA

1272-1¼ 359 (400-1¼)

NA

LNAV/
VNAV DA

1375-1¾ 462 (500-1¾)

NA

LNAV MDA

1500-1 587 (600-1)

NA

CIRCLING

1520-1 607 (700-1)

1540-1 627 (700-1)

1540-1¾ 627 (700-1¾)

NA

MIRL Rwy 18-36

TARKIO, MISSOURI

Orig 09351

TARKIO/ GOULD PETERSON MUNI (K57)

40°27'N - 95°22'W

RNAV (GPS) RWY 18

WAAS CH 50206 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3564 912 913
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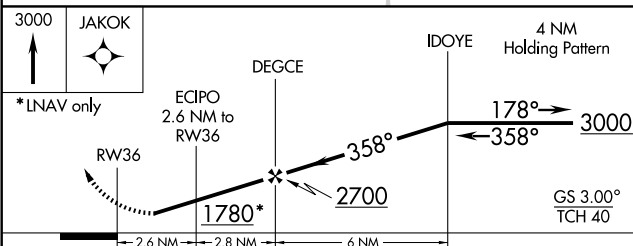
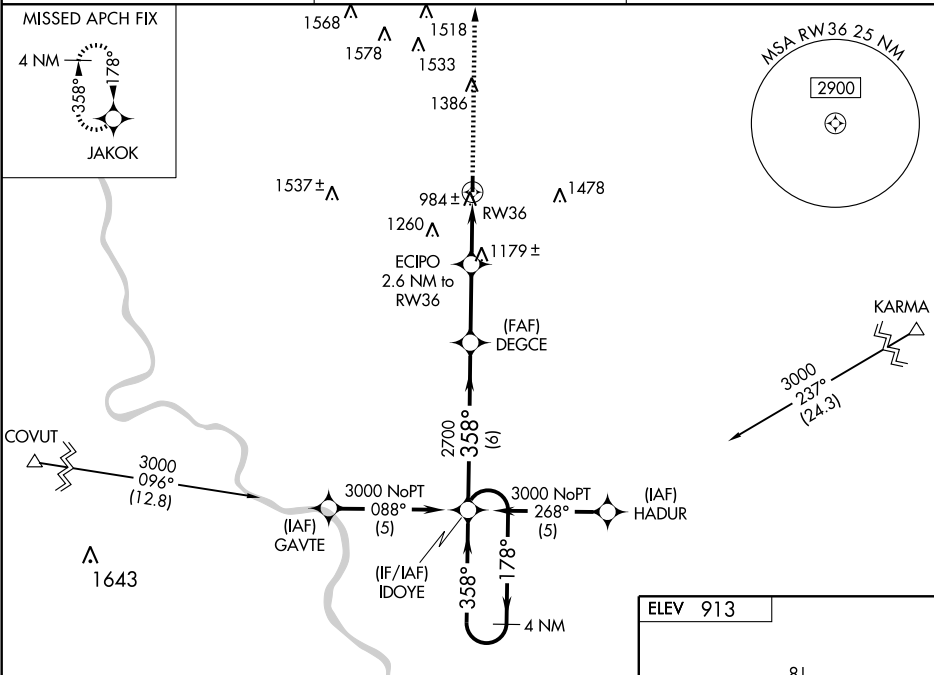
RNAV (GPS) RWY 36

TARKIO/ GOULD PETERSON MUNI (K57)

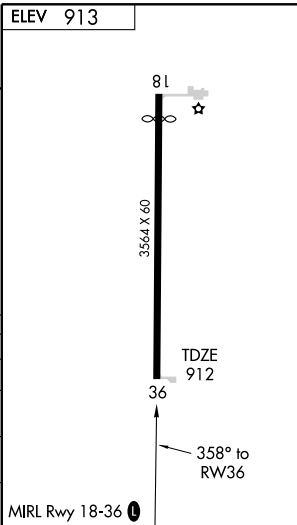
Baro-VNAV NA. Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3 125.525	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9 0
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CATEGORY	A	B	C	D
LPV DA	1280-1¼	368 (400-1¼)		NA
LNAV/VNAV DA	1352-1½	440 (500-1½)		NA
LNAV MDA	1480-1	568 (600-1)	1480-1½ 568 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA



TARKIO

GOULD PETERSON MUNI (K57) 1 E UTC-6(-5DT) N40°26.76' W95°22.04'

913 B S2 NOTAM FILE COU

RWY 18-36: H3564X60 (CONC) S-3 MIRL

RWY 18: Thld dsplcd 330'. Road. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1400-2300Z, Sat 1400-1800Z, Nov-Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints and ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64' W94°55.51' 317° 35.5 NM to fld. 1160/8E.

OMAHA

L-10J

IAP

THAYER MEM (42M) 2 W UTC-6(-5DT) N36°31.34' W91°34.32'

790 B NOTAM FILE COU

RWY 09-27: H4200X49 (ASPH) LIRL (NSTD)

RWY 09: Trees. **RWY 27:** Thld dsplcd 155'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09-27 width variance 49-50'. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09-27 NSTD LIRL, rwy edge and thld lgts placed 15' off edges of pavement. Rwy 27 dsplcd thld lgts NSTD located 10' W of dsplcd thld bar, first 160' of dsplcd thld unlighted at ngt. For LIRL Rwy 09-27 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ARG.

WALNUT RIDGE (H) VORTAC 114.5 ARG Chan 92 N36°06.60' W90°57.22' 306° 38.8 NM to fld. 260/4E.

HIWAS.

KANSAS CITY

L-16G

TRENTON MUNI (TRX) 1 E UTC-6(-5DT) N40°05.01' W93°35.44'

758 B FUEL 100LL NOTAM FILE COU

RWY 18-36: H4307X75 (ASPH) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Thld dsplcd 400'.

Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1330-2230Z, 24 hr fuel avbl, contact arpt manager 660-359-5154; after hrs contact Fire Dept 660-359-5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36 opr dusk-0330Z, after 0330Z to dusk ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF. To increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

W93°58.06' 144° 35.3 NM to fld. 1140/7E. HIWAS.

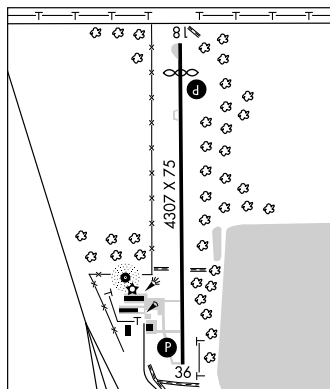
NDB (MHW) 400 TRX N40°04.82' W93°35.58' at fld.

NOTAM FILE COU.

OMAHA

L-27A

IAP



TRIPLE R (See DEARBORN)

TWIN CITY AIRPARK (See MARBLE HILL)

UNIONVILLE MUNI (K43) 3 N UTC-6(-5DT) N40°32.41' W93°01.53'

1046 B NOTAM FILE COU

RWY 17-35: H2805X49 (ASPH-AFSC) LIRL

RWY 17: Ground. **RWY 35:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 17-35 width variance 49-50'. Rwy 17-35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17-35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.

COMMUNICATIONS: CTAF 122.9

OMAHA

APP CRS	Rwy Idg	3907
176°	TDZE	756
	Apt Elev	757

GPS RWY 18

TRENTON MUNI (TRX)

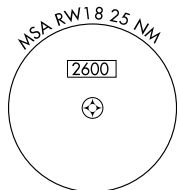
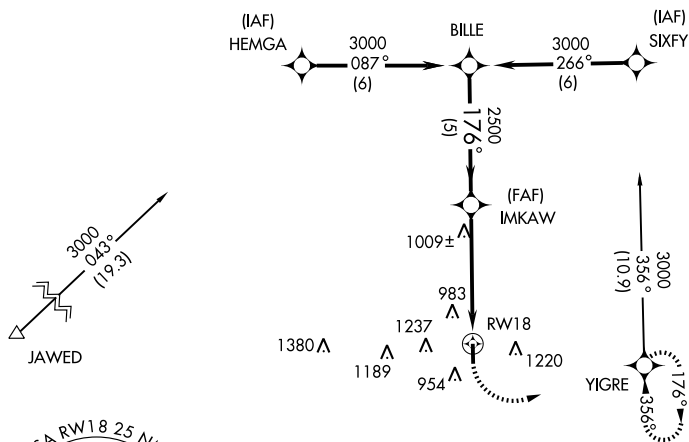
NA Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.

COLUMBIA RADIO
122.2

UNICOM
122.8 (CTAF)

Δ1473



ELEV 757

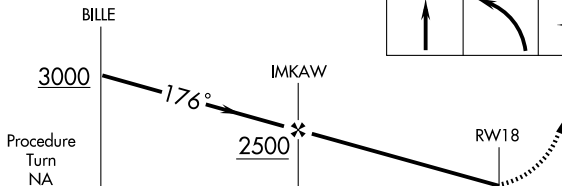
176° to
RWY 18

81
0
4
TDZE
756

4307 x 75

36

2200 3000 YIGRE



CATEGORY	A	B	C	D
S-18	1320-1	564 (600-1)	NA	
CIRCLING	1360-1	603 (700-1)	NA	

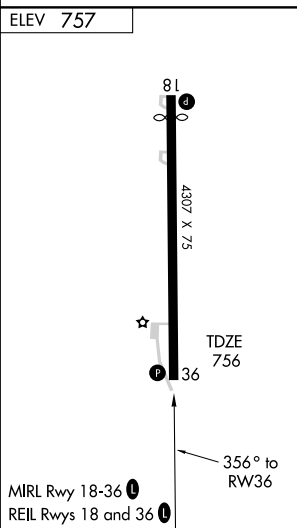
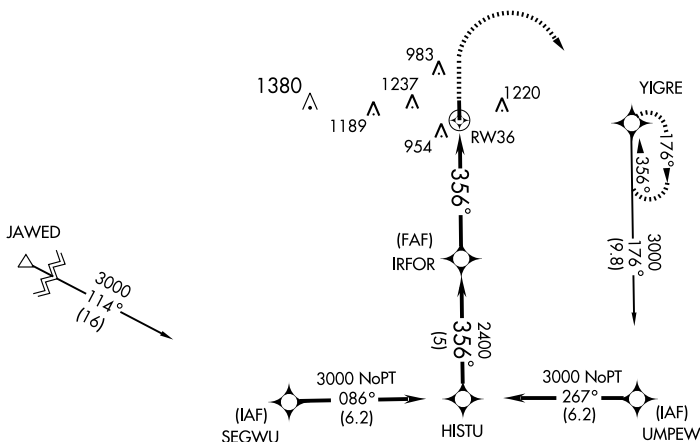
MIRL Rwy 18-36
REIL Rwy 18 and 36

APP CRS 356°	Rwy Idg 4307
	TDZE 756
	Apt Elev 757

GPS RWY 36

TRENTON MUNI (TRX)

<p>NA Use Chillicothe Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.</p>
<p>COLUMBIA RADIO 122.2</p>	<p>UNICOM 122.8 (CTAF) 0</p>



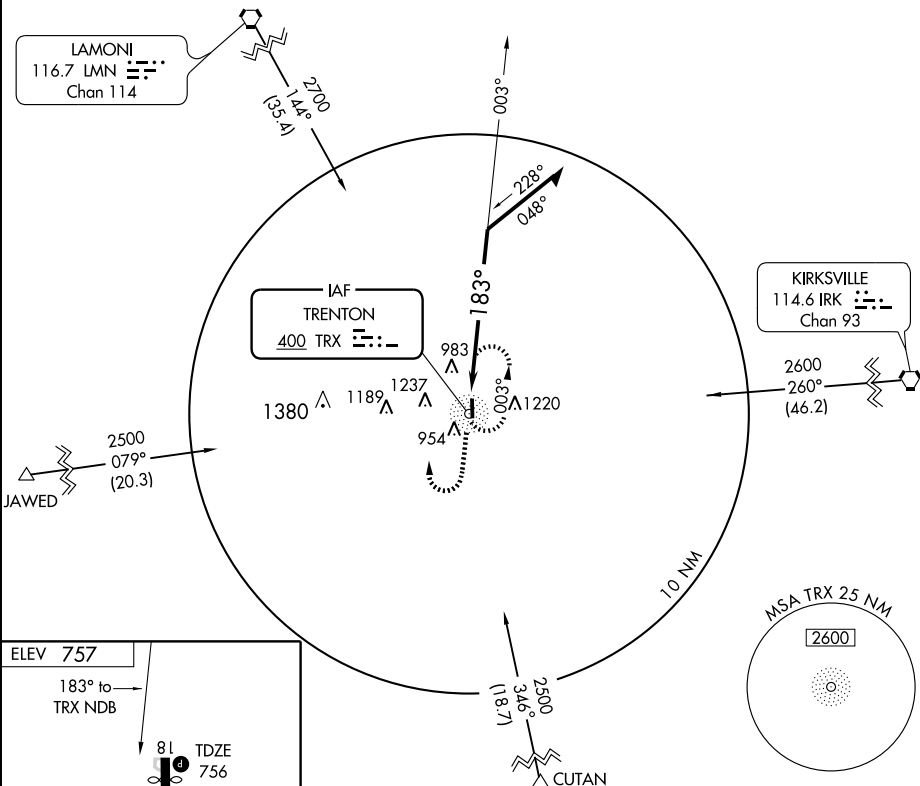
	2200	3000	YIGRE	
	↑	↪	✧	
				HISTU
				3000
				Procedure Turn NA
CATEGORY	A	B	C	D
S-36	1280-1	524 (600-1)		NA
CIRCLING	1360-1	603 (700-1)		NA

NDB TRX
400APP CRS
183°Rwy Idg **3907**
TDZE **756**
Apt Elev **757****NDB RWY 18**
TRENTON MUNI (TRX)

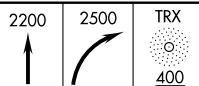
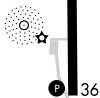
NA

Use Chillicothe Muni altimeter setting.

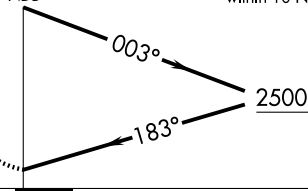
MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO
122.2UNICOM
122.8 (CTAF) 0

ELEV 757

183° to
TRX NDB81 TDZE
756

NDB

Remain
within 10 NMMIRL Rwy 18-36 0
REIL Rws 18 and 36 0

TRENTON, MISSOURI

Amdt 7A 09239

40°05'N-93°35'W

TRENTON MUNI (TRX)

NDB RWY 18

NDB TRX 400	APP CRS 346°	Rwy Idg TDZE Apt Elev	4307 756 757
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NDB RWY 36

TRENTON MUNI (TRX)

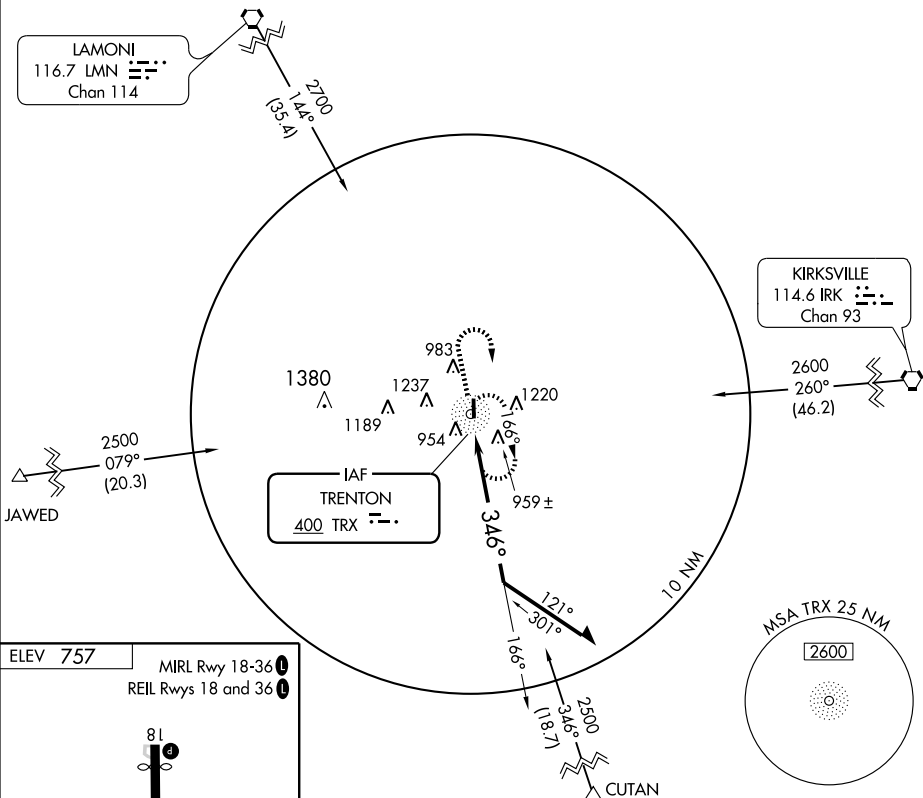


Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO
122.2

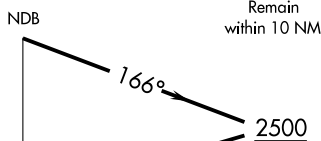
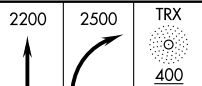
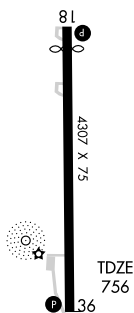
UNICOM
122.8 (CTAF) **1**



ELEV 757

MIRL Rwy 18-36 **1**

REIL Rwy 18 and 36 **1**



CATEGORY	A	B	C	D
S-36	1380-1 624 (700-1)		NA	
CIRCLING	1380-1 623 (700-1)		NA	

VAN BUREN

BOLLINGER—CRASS MEM (M05) 1 N UTC-6(-5DT) N37°00.56' W91°00.41'

KANSAS CITY

647 NOTAM FILE STL

RWY 02-20: H2600X50 (ASPH-RFSC) LIRL

RWY 02: Brush. RWY 20: Trees.

AIRPORT REMARKS: Unattended. Deer and wildlife on and invof arpt. Night ops not recommended. Rwy 02-20 large cracks with grass and weeds growing in them. Rough surface. Apron in poor condition, loose aggregate and cracks. NSTD rwy safety area along sides of rwy and byd Rwy 20 end. Large drop-offs, incorrect terrain gradients, brush and trees. Rwy 02-20 many edge and thld lights broken and missing. Rwy 02-20 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

VERSAILLES

ROY OTTEN MEM AIRFIELD (3VS) 2 W UTC-6(-5DT) N38°25.70' W92°52.52'

KANSAS CITY

1030 B S2 FUEL 100LL NOTAM FILE COU

RWY 07-25: H2805X39 (ASPH) LIRL (NSTD)

RWY 07: Brush. RWY 25: Road. Rgt tfc.

AIRPORT REMARKS: Attended 1400-2300Z. Crop dusting acft, helicopters and ultralight activity on and invof arpt. Deer and wildlife on and invof arpt. NSTD rwy safety area beyond each rwy end, incorrect terrain grades, large drop off at Rwy 07 end, road at Rwy 25 end. Rwy 07-25 width variance 39-40'. Rwy 07-25 line of sight obstructed by grade change in rwy. Rwy 07-25 NSTD LIRL, thld lgts green and spaced incorrectly, thld and edge lgts placed 11-18' from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.8

HELIPAD H1: H50X50 (CONC)

H1: Trees.

HELIPORT REMARKS: Rwy H1 perimeter lgts. Rwy HI +45' trees, 380' NW of final approach and takeoff area, 8:1 approach slope, +52' trees, 155' SE of final approach and takeoff area, 2:1 approach slope.

VICHY N38°09.25' W91°42.41' NOTAM FILE VIH.

KANSAS CITY

(L) VOR/DME 117.7 VIH Chan 124 236° 3.4 NM to Rolla National. 1110/6E.

H-5D, L-16G

RCO 122.1R 117.7 T (COLUMBIA RADIO)

RCO 122.35 (COLUMBIA RADIO)

WARRENSBURG

SKYHAVEN (RCM) 3 NW UTC-6(-5DT) N38°47.05' W93°48.17'

KANSAS CITY

798 B S2 FUEL 100LL, JET A NOTAM FILE COU

L-27A

RWY 18-36: H4206X75 (ASPH) S-21, D-26 MIRL

IAP

RWY 18: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Tree.

RWY 13-31: H2801X60 (ASPH) S-12.5 0.4% up NW MIRL

RWY 13: REIL. Trees. Rgt tfc. RWY 31: REIL. Road.

AIRPORT REMARKS: Attended Mon-Fri 1300-0200Z, Sat-Sun 1400-0000Z. Self svc fuel avbl with credit cards only. Glider operations at arpt. Wildlife on and invof arpt. Calm wind Rwy 36. South 100' of apron and exit ramp located 1250' N of Rwy 36 thld has same pavement strength as Rwy 18-36, remainder of apron not full strength. Limited sight distance fm Rwy 13 thld area to Rwy 18 thld and from Rwy 18 thld to Rwy 31 thld area. ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, PAPI Rwy 18, REIL Rwy 18, Rwy 36, Rwy 13, Rwy 31—CTAF. PAPI Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.575 (660) 422-7010.

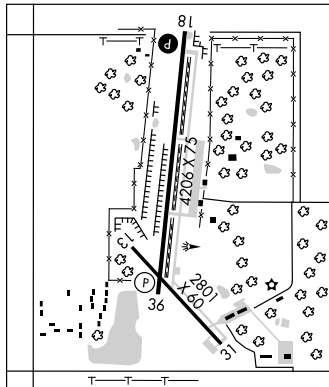
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ WHITEMAN APP CON 127.45 (Opr 24 hrs from Mon 1300Z thru Sat 0500Z, Sat-Sun 1400-2300Z, clsd holiday) other times ctc KANSAS CITY CENTER APP/DEP CON 135.575

Ⓡ WHITEMAN DEP CON 125.925 (Opr 24 hrs from Mon 1300Z thru Sat 0500Z, Sat-Sun 1400-2300Z, clsd holidays) other times ctc KANSAS CITY CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73' 134° 24.1 NM to fld. 878/7E



WAAS CH 45803 W18A	APP CRS 181°	Rwy Idg 4206 TDZE 797 Apt Elev 798
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RNAV (GPS) RWY 18

WARRENSBURG/SKYHAVEN (RCM)

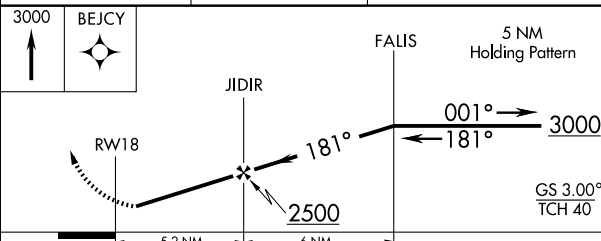
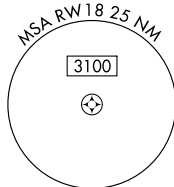
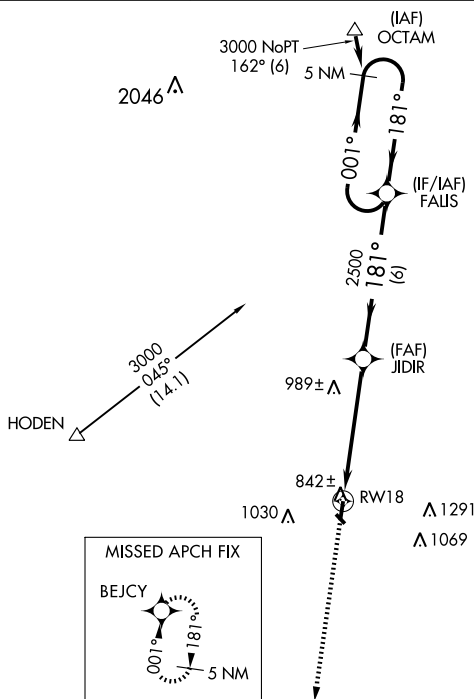
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ NA Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler
 Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000
 direct BEJCY and hold

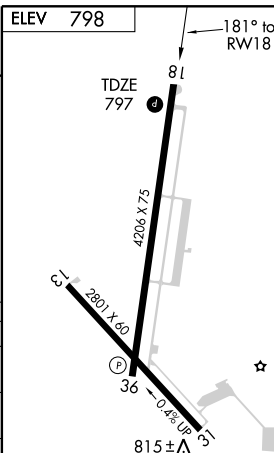
AWOS-3
119.575

WHITEMAN APP CON ★
127.45 284.0

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1086-1	289 (300-1)		NA
LNAV/VNAV DA	1141-1¼	344 (400-1¼)		NA
LNAV MDA	1280-1	483 (500-1)	1280-1¼ 483 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA



MIRL Rwy 13-31 and 18-36 0
 REIL Rwy 13, 18, 31, and 36 0

WAAS CH 65903 W36A	APP CRS 001°	Rwy Idg 4206 TDZE 797 Apt Elev 798
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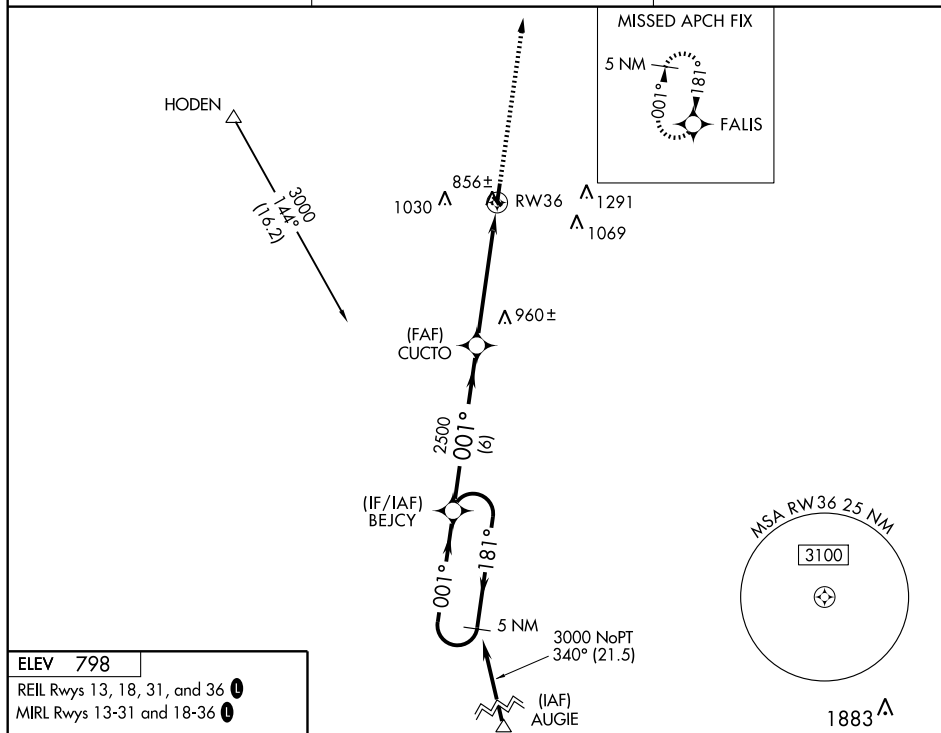
RNAV (GPS) RWY 36

WARRENSBURG/SKYHAVEN (RCM)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler
 Downtown altimeter setting and increase all DA/MDA 80 feet.

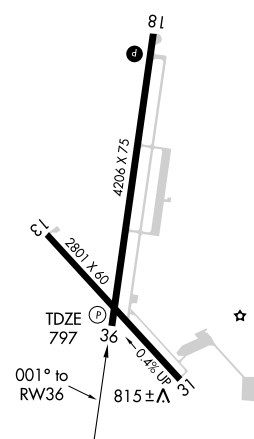
MISSED APPROACH: Climb to 3000
 direct FALS and hold.

AWOS-3 119.575	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 123.0 (CTAF)
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ELEV 798

REIL Rwy 13, 18, 31, and 36
 MRL Rwy 13-31 and 18-36



CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1197-1½ 400 (400-1½)			NA
LNAV MDA	1260-1	463 (500-1)	1260-1¼ 463 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

WARRENSBURG, MISSOURI

Orig-B 08213

38°47'N-93°48'W

WARRENSBURG/SKYHAVEN (RCM)

RNAV (GPS) RWY 36

VORTAC ANX 114.0 Chan 87	APP CRS 134°	Rwy Idg TDZE Apt Elev N/A N/A 798
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VOR/DME-A

WARRENSBURG/SKYHAVEN (RCM)

▼ Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

▲ NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

AWOS-3
119.575

WHITEMAN APP CON ★
127.45 284.0

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals on ANX
VORTAC airway radials 088 CW 192.

IAF
NAPOLEON
114.0 ANX
Chan 87

(IAF)
ROB DY
ANX **10**

MSA ANX 25 NM

3100

(IAF)
IYOCO
ANX **10**

2046

(IF)
ZABAD
ANX **10**

LUNCH
ANX **18**

MAPCD
ANX **23.8**

1030

1291
1069

ELEV 798

81

134° 5.8 NM
from FAF

4203 X 75

2801 X 60

36

0-2.5 Up 55

815 ± A

Procedure
Turn
NA

ZABAD
ANX **10**

LUNCH
ANX **18**

1900

3000

LUNCH
ANX **18**

3100

3000

MAPCD
ANX **23.8**

8 NM

5.8 NM

MIRL Rwy 13-31 and 18-36

REIL Rwy 13, 18, 31, and 36

WARRENSBURG, MISSOURI

Amdt 2A 09071

WARRENSBURG/SKYHAVEN (RCM)

38°47'N-93°48'W

VOR/DME-A

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WARSAW

HARRY S TRUMAN DAM AND RESERVOIR SPB (75U) 1E UTC-6(-5DT)

KANSAS CITY

N38°13.00' W93°25.01'

706 NOTAM FILE COU

WATERWAY ALL WAY: 15000X4000 (WATER)

SEAPLANE REMARKS: Unattended. Waterway All Way trees and high ground all quadrants. Waterway ALL WAY Idgs allowed any direction in designated areas only. Seaplane base is located under the Truman C MOA base 500' AGL. Contact WHITEMAN APP on freq 127.45. Debris on and in vicinity of lake during floodings. No buoys showing Idg area. Remain 1000' clear of dam or any bridge. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122.9

WARSAW MUNI (RAW) 6 N UTC(-5DT) N38°20.81' W93°20.73'

KANSAS CITY

936 B FUEL 100LL NOTAM FILE COU

L-27A

RWY 18-36: H3300X60 (CONC) D-12.5 MIRL

AIRPORT REMARKS: Unattended. Fuel avbl 24 hr self serve. Wildlife on and invof arpt. Pavement edge drop-offs along the north edge of the twy serving the apron exceed 6" in various locations. ACTIVATE MIRL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (660) 547-3761.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44' W92°36.15' 293° 39.7 NM to fld. 910/5E.

WASHINGTON CO (See POTOSI)

WASHINGTON RGNL (FYG) (KFYG) 3 N UTC-6(-5DT) N38°35.26' W90°59.63'

ST LOUIS

488 B S2 FUEL 100LL NOTAM FILE STL

H-5D, L-27B

RWY 15-33: H5001X75 (CONC) S-30 MIRL

IAP

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Trees. Rgt tfc.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Nov-Mar 1400-2300Z†, Apr-Oct 1400-0000Z†. Wildlife on and invof of arpt. Power plant maintenance on limited basis. MIRL Rwy 15-33 preset on medium intensity dusk to 0600Z†, to increase intensity and ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 121.325 (636) 433-5914.

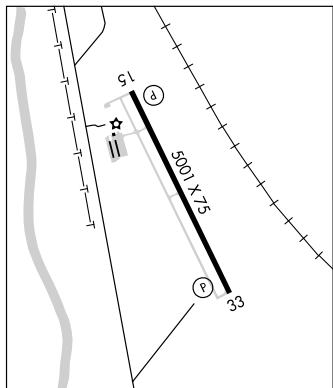
COMMUNICATIONS: CTAF/UNICOM 122.8

® ST LOUIS APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66'

W90°58.27' 184° 6.5 NM to fld. 818/5E.



WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (See FORT LEONARD WOOD)

APP CRS	Rwy Idg	5001
153°	TDZE	488
	Apt Elev	488

RNAV (GPS) RWY 15

WASHINGTON RGNL (F Y G)

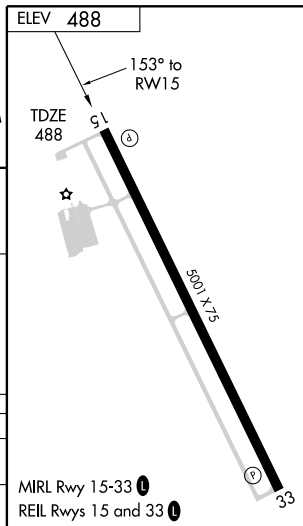
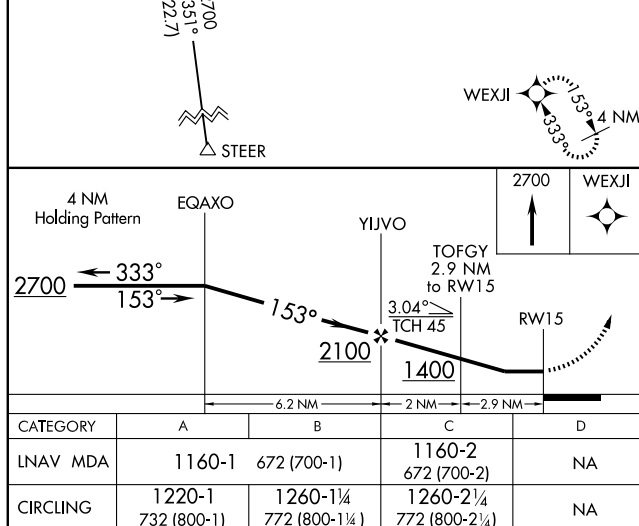
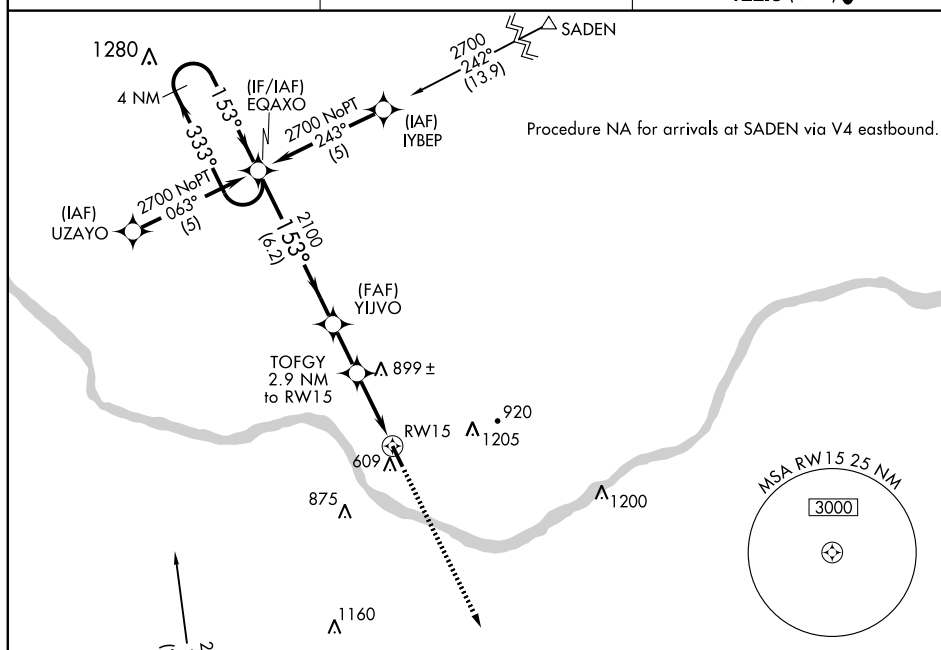
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3
121.325

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) 0



WAAS CH 45715 W33A	APP CRS 333°	Rwy Idg TDZE Apt Elev	5001 486 488
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RNAV (GPS) RWY 33

WASHINGTON RGNL (FYG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

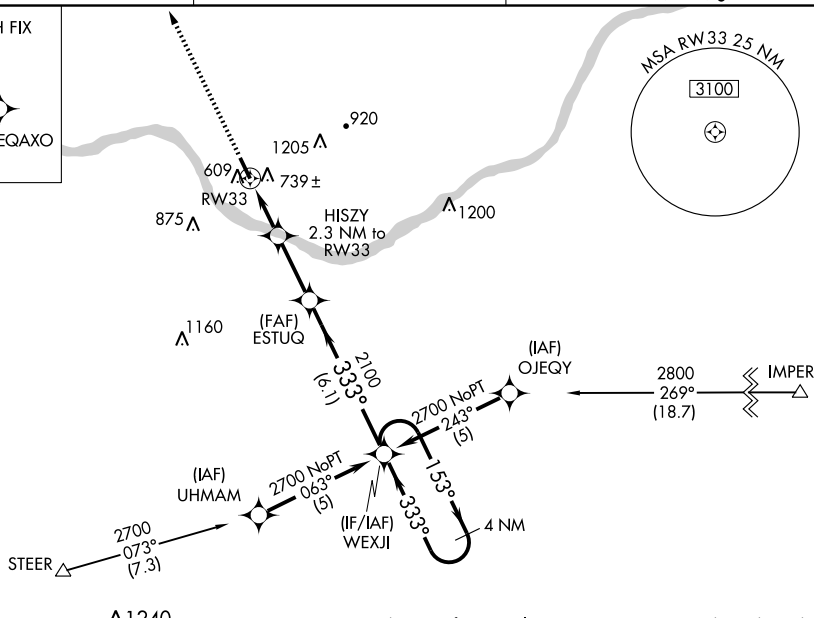
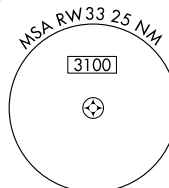
MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

AWOS-3
121.325

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) 0

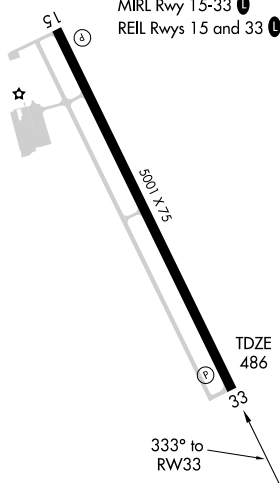
MISSED APCH FIX



Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.

ELEV 488

MIRL Rwy 15-33
REIL Rwy 15 and 33



CATEGORY				
LPV	DA	824-1 ¼ 338 (400-1 ¼)		NA
LNAV/VNAV	DA	1051-2 565 (600-2)		NA
LNAV	MDA	1000-1 514 (600-1)	1000-1 ½ 514 (600-1 ½)	NA
CIRCLING		1220-1 732 (800-1)	1260-1 ¼ 772 (800-1 ¼)	1260-2 ¼ 772 (800-2 ¼)

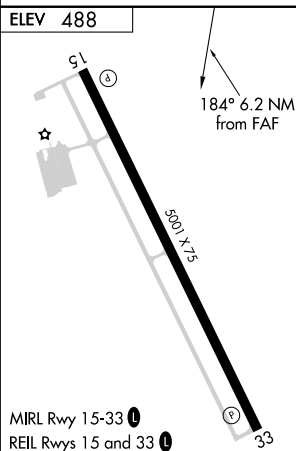
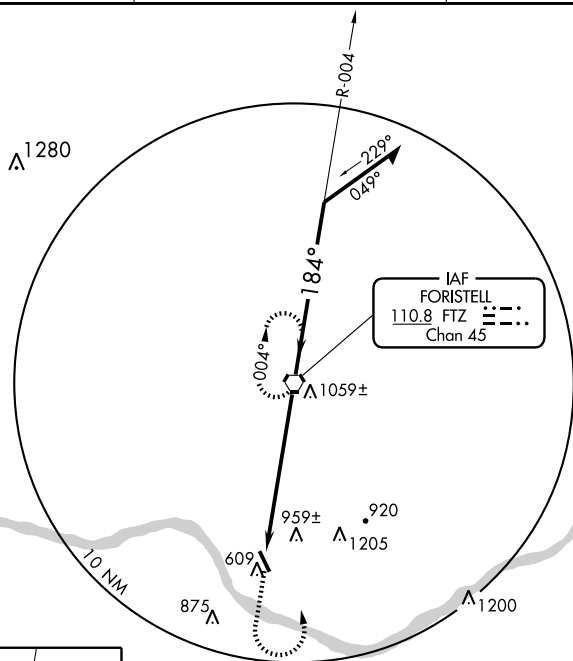
VORTAC FTZ 110.8 Chan 45	APP CRS 184°	Rwy Idg TDZE Apt Elev	N/A N/A 488
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VOR-A

WASHINGTON RGNL (FYG)

▼ When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3
121.325ST. LOUIS APP CON
126.5 254.3UNICOM
122.8 (CTAF) 0

MIRL Rwy 15-33 ①

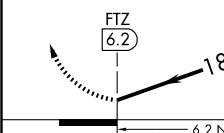
REIL Rws 15 and 33 ①

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

WASHINGTON, MISSOURI

Amdt 2 22OCT09

1500	2500	FTZ 110.8
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CATEGORY	A	B	C	D
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

WASHINGTON RGNL (FYG)

VOR-A

38° 35'N - 91° 00'W

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WEST PLAINS MUNI (UNO) 10 NW UTC-6(-5DT) N36°52.71' W91°54.16'

1228 B FUEL 100LL, JET A NOTAM FILE UNO

RWY 18-36: H5102X75 (ASPH) S-30, D-39 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. For attendant after 2300Z† call 417-257-1539 or 417-256-3865. Helicopter ops and training on and in vicinity of arpt. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and 36 after 0400Z†—CTAF.

WEATHER DATA SOURCES: ASOS 123.825 (417) 257-1313.

COMMUNICATIONS: CTAF/UNICOM 122.8.

RCO 122.15 (COLUMBIA RADIO)

MEMPHIS CENTER APP/DEP CON 120.075

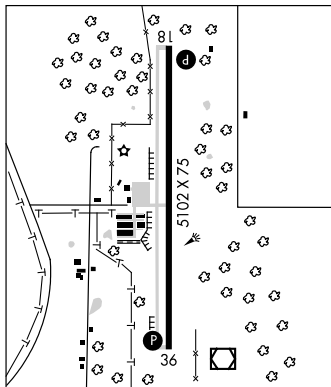
RADIO AIDS TO NAVIGATION: NOTAM FILE UNO.

HUTTON (L) VORW/DME 111.6 HUW Chan 53X N36°52.28'
W91°54.00' at fld. 1220/2E.

KANSAS CITY

H-6J, L-16G

IAP



APP CRS **179°**
 Rwy Idg **5102**
 TDZE **1227**
 Apt Elev **1228**

RNAV (GPS) RWY 18

WEST PLAINS MUNI (UNO)

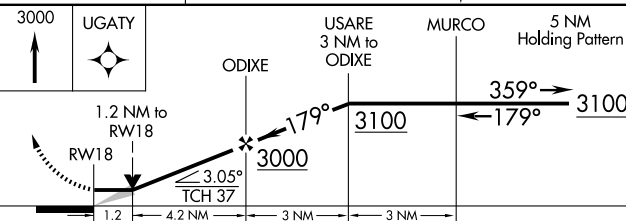
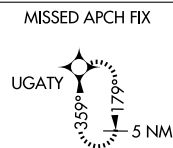
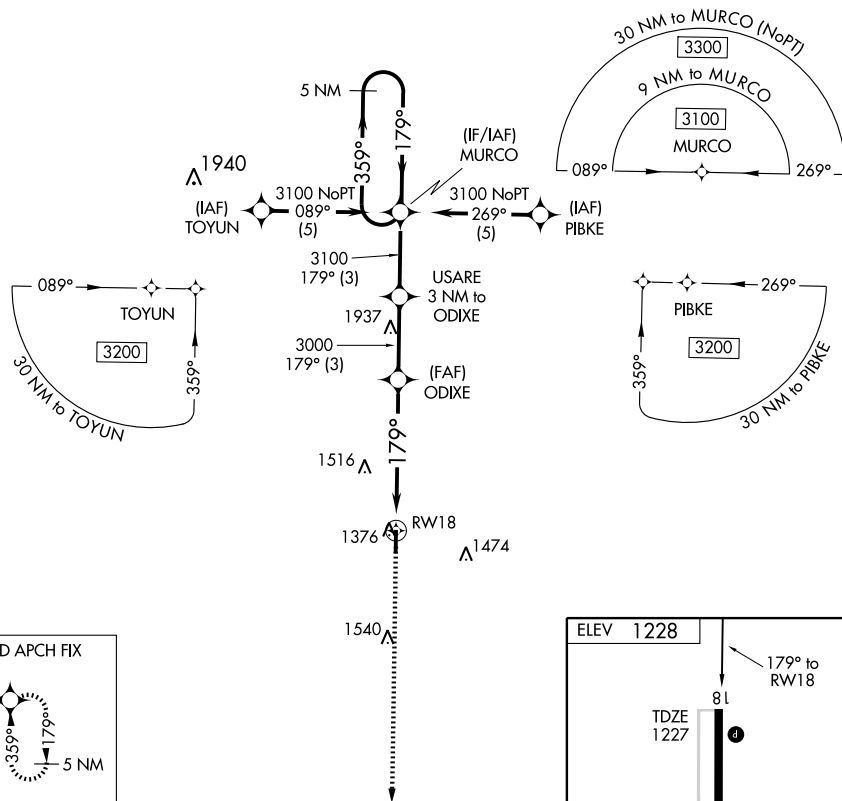
▼ If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
 ▲ DME/DME RNP-0.3 NA.
 VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

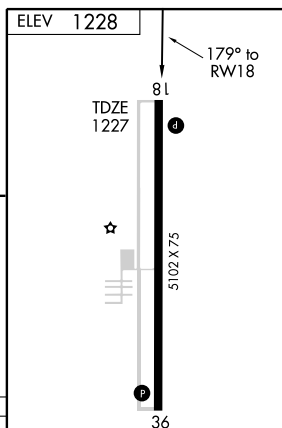
ASOS
123.825

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
RNAV MDA	1640-1	413 (500-1)	1640-1½ 413 (500-1½)	NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA



REIL Rwy 18 and 36 ①
 MIREL Rwy 18-36 ①

WAAS CH 40202 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5102 1228 1228
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RNAV (GPS) RWY 36

WEST PLAINS MUNI (UNO)

⚠ Baro-VNAV NA when using Mountain Home, AR altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
 If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100
direct MURCO and hold.

ASOS
123.825

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) ①

MISSED APCH FIX



△ 1705

1516 △

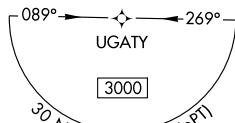
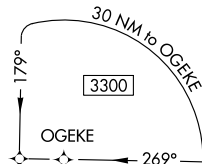
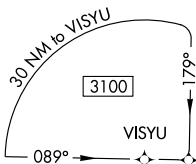
1376 △

RW36

△ 1474

1540 △

SOCYO
2.6 NM to
RW36
(FAF)
CODYB



(IAF)
VISUY
3000 NoPT
089°
(5)

3000 NoPT
269° (5)

(IAF)
OGEKE

2900

359° (6)

359°

179°

5 NM

ELEV 1228

MIRL Rwy 18-36 ①

REIL Rwy 18 and 36 ①

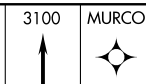
5 NM
Holding Pattern

UGATY

CODYB

SOCYO

2.6 NM to
RW36



* LNAV only

3000

179°

359°

359°

2900

*2100

6 NM

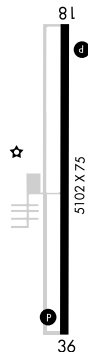
2.5 NM

2.6 NM

RW36

GS 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	1478-1	250 (300-1)		NA
LNAV/VNAV DA	1529-1	301 (400-1)		NA
LNAV MDA	1580-1	352 (400-1)		NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA



TDZE
1228

36

359° to
RW36

VOR/DME HUW <u>111.6</u> Chan 53	APP CRS 014°	Rwy Idg 5102 TDZE 1228 Apt Elev 1228
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VOR RWY 36
WEST PLAINS MUNI (UNO)

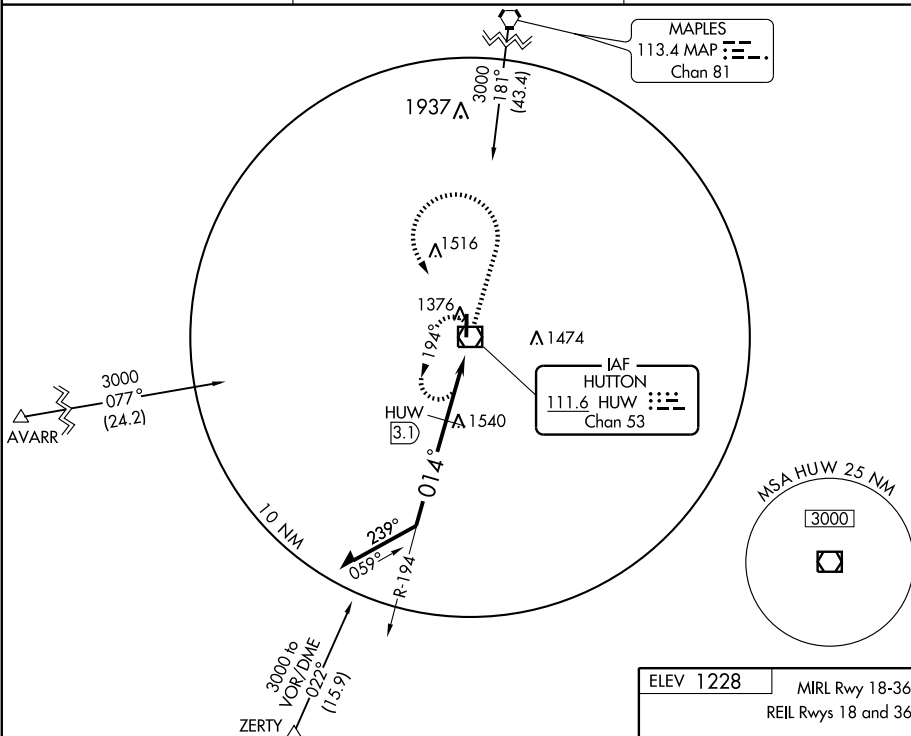
T VDP applies to DME minimums only.

MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

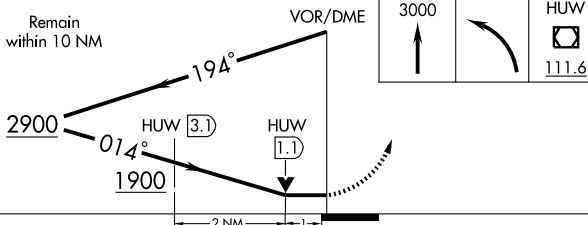
ASOS
123.825

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) **L**



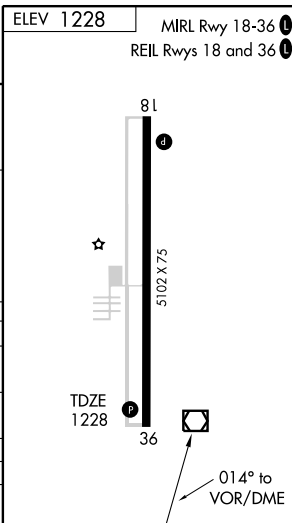
Remain
within 10 NM



CATEGORY	A	B	C	D
S-36	1900-1	672 (700-1)	1900-2 672 (700-2)	NA
CIRCLING	1900-1	672 (700-1)	1900-2 672 (700-2)	NA

DME MINIMUMS

S-36	1600-1 372 (400-1)	NA
CIRCLING	1680-1 452 (500-1)	1680-1½ 452 (500-1½) NA



WEST PLAINS, MISSOURI
Orig 10098

36°53'N-91°54'W

WEST PLAINS MUNI (UNO)
VOR RWY 36

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3. 21 OCT 2010 to 18 NOV 2010